

Latitude 38

VOLUME 305 November 2002

WE GO WHERE THE WIND BLOWS



*Grand Marina
welcomes all ships,
big or small...*

The Mayflower

*would have given thanks to land
at Grand Marina!*

**Come share this beautiful piece of
waterfront property with us.
Happy Thanksgiving from all of us.**

- Over 400 concrete berths 30 to 60 feet
- Secured Gatehouses (key access only)
- Dockside Electrical (up to 50A - 220V)
- Cable TV & Telephone Service
- Dry Storage
- Heated & tiled restrooms
with individual showers
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- Ample Parking available
- Full service Fuel Dock and Mini Mart
- Sailboat & Powerboat Brokers on site

**DIRECTORY of
GRAND MARINA
TENANTS**

Alameda Prop & Machine	213
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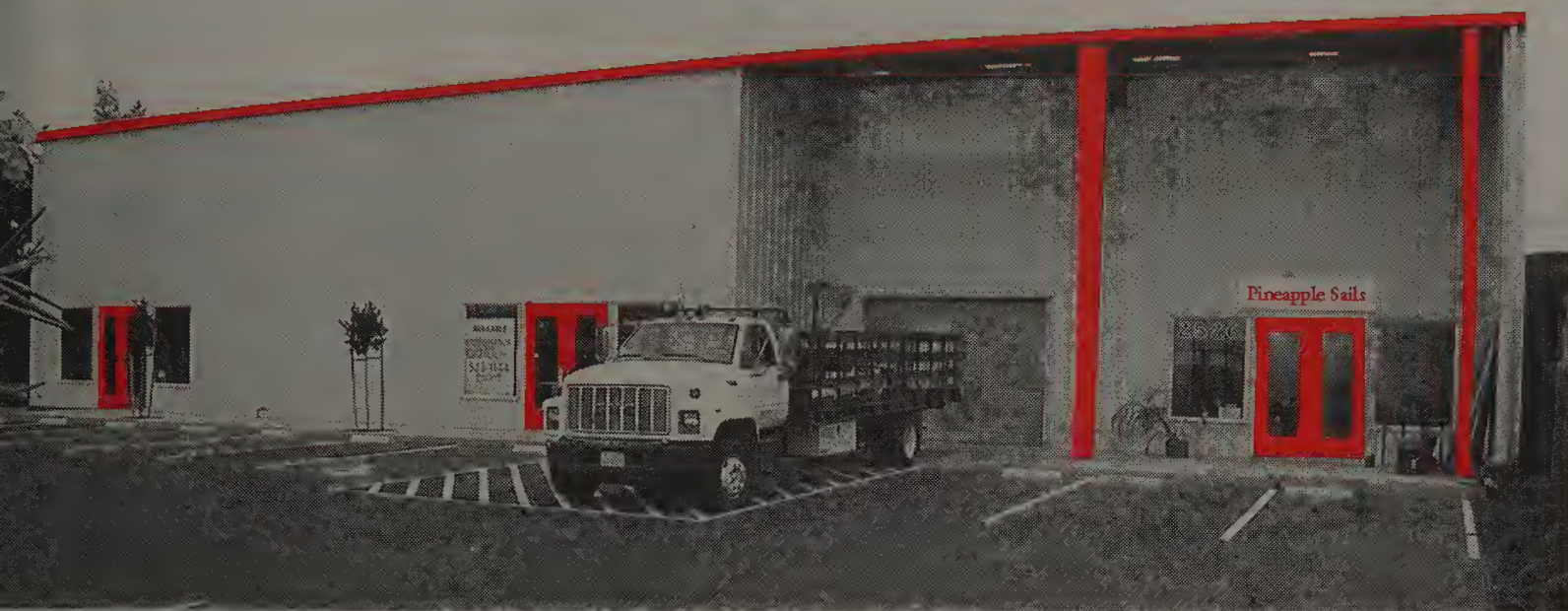
GRAND MARINA

ANDERSON-ENCINAL

510-865-1200

**Leasing Office Open Daily
2099 Grand Street, Alameda, CA 94501
www.grandmarina.com**

Built to Suit



Architect: Keith Brown
Structural Engineer: Kersey Clausen
General Contractor: Bart Elmer

This month's winner isn't a boat. It's a building. We have just completed a custom building, designed and built from the ground up for our sailmaking business.

In constructing this building, we have confirmed what we think is important in selecting any custom product: communication. We talked with architects, engineers and contractors, bringing to the discussion our 30 years of manufacturing experience.

Before we design a sail, we communicate. First we listen to you. Where do you sail? What are your sailing goals? Then we make suggestions based on our experience. Finally, we design and build you sails created not by a salesperson, but by an architect, engineer and builder.

Come visit our new Alameda loft. It's bigger, brighter and better.

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear and Headfoil 2

Sails in need of repair may be dropped off at:
West Marine in Oakland, Richmond or Alameda;
BoatUS in Oakland or Svendsen's in Alameda.



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www.pineapplesails.com

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111 Beneteaus Sold at Annapolis Sailboat Show.....

.....visit us to see why

Take the First series for example, you get a boat designed by Bruce Farr, who dominates the offshore racing circuit. You get blazing performance in a beautifully finished and thoroughly equipped yacht built to the highest standards. You also get the experience and reputation of the world's largest sailboat builder to back you up and keep you happy with your new boat; all at an amazing value!

Beneteau has been building some of the world's best boats for more than 100 years. The First series demonstrates that they have thoroughly mastered their craft.

Beneteau First Series...Faster by Farr 47.7, 40.7, 36.7

First 40.7

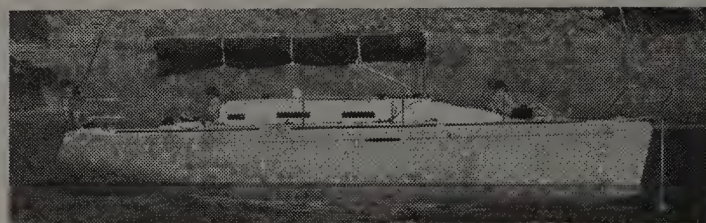
Tear up the race course or cruise with the family in comfort and safety, the choice is yours. 17 boat local fleet.

See www.first407sf.com.



First 36.7

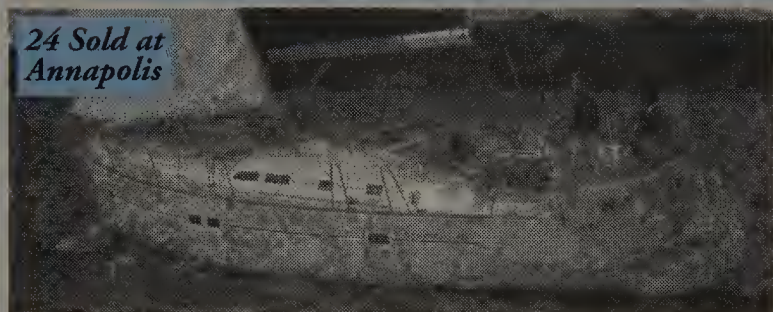
This new Farr design is hot. The bloodlines are strong and the value is high; order yours now.



350 already sold. See www.beneteaufirst367.org.

Beneteau Trans Ocean Express Series... 473, New 423, New 42CC, 393

24 Sold at Annapolis



New 423 • \$189,500 until 12/1/2002

This new series of offshore cruisers are specifically designed for swift passage making and exceptional liveaboard comfort. They feature hulls inspired by the Open 60s, with ergonomically designed cockpits, abundant storage, exceptional interior light, and extensive standard equipment; all at very affordable pricing.

42 CC • One boat at \$209,950

Special Savings on Large Beneteau Cruisers... New 57 & 50



New Beneteau 57 • \$535,000

Beneteau has utilized all of their vast resources to offer these Bruce Farr designed world cruisers at amazingly low prices for a limited time. The 50 is a proven offshore veteran featuring an elegant interior and rugged construction. The new 57 embodies Farr's latest thinking in an easily managed large cruiser. Both of these impressive yachts are loaded with extensive features and equipment. Don't let this opportunity pass you by.



Beneteau 50 • New Low Price \$349,950

Open House • November 16 • Boats, Barbecue, Bargains

Don't Let Another Summer Pass You by.....you only get so many.

New Island Packet 485



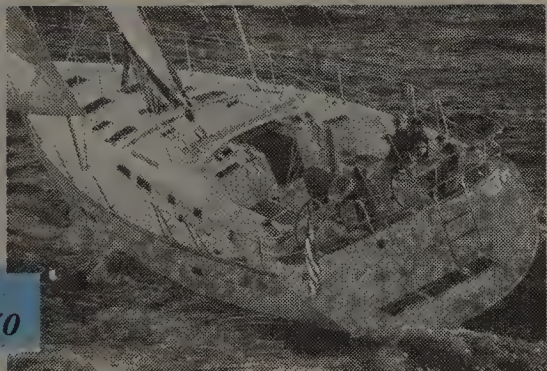
The new 485 deck salon center cockpit is simply amazing. Everything about this boat seems perfect from the enormous and elegant interior to the extending boom dinghy launcher. Call for full details on this extraordinary new liveboard globetrotter.
Only One Boat Available Next Spring

New Centurion 45s



The legendary Centurion line of offshore performance cruisers by Wauquiez has returned. This new 45s is all about beauty, sailing performance, elegance and high quality infusion construction. *Yachting World's* Editor's Choice for the best new boat this fall.
Special Introductory Price!

Beneteau 473
2001
Was \$272,450
Now \$243,000



Save
\$29,450

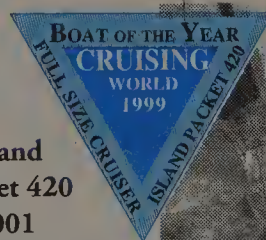
Save Big Money Inventory Reduction!

Buy a fully warranted new boat for the price of a used boat.

Wauquiez 40
Pilot Salon
2001
Was \$272,450
Now \$243,000



Save
\$29,450



Island
Packet 420
2001
Was \$332,070
Now \$302,620



Save
\$29,450

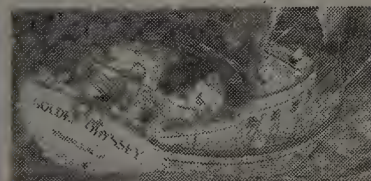
Great Brokerage Values



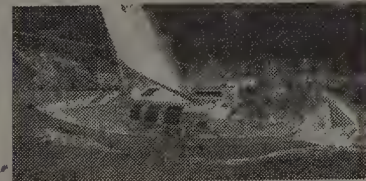
Catalina 380, 1998 \$145,500



Beneteau 45ft, 1993 \$195,000



Island Packet 35, 1995 \$114,000



Beneteau 35s5, 1989 \$69,900

Island Packet 380, 2002 \$235,000

Cal 40, 1968 \$39,000

Catalina 320, 1995 \$69,900

Beneteau 40.7, 2000 \$179,000

Beneteau 38s5, 1992 \$102,000

Beneteau 350, 1989 \$58,000


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Open House



Saturday
November 16
10:00-5:00



Boats
Barbecue
Bargains

The Largest Selection of Sailboats on the West Coast

After spending three decades in the marine The most important, our success is 100% Here is what you've had to say about the

"I've had work done at other yards in the past and was not entirely satisfied. KKMI gave me high quality work and great attention to detail."

"KKMI did what they said they were going to do, and they did it on time. KKMI is the best yard I have been in. Great job!"

"I was really pleased and impressed doing business with you – it's a rare experience to walk away at the end of any transaction saying 'Wow' but that's what I did. The bill was more than fair. I felt that I was treated very well even though mine was one of the smallest boats in the yard. I have recommended KKMI and will continue to do so. You give good boatyard!"

"KKMI demonstrated the most professional attitude of any yard I contacted. We have hauled our 60' Alden all over the West Coast. KKMI was by far our best experience – thank you!"

"KKMI is certainly stronger in all-important areas than anywhere else we have gone. Since we are selling the boat we do not anticipate another haulout, but the great experience we had at KKMI almost makes us regret our decision to sell the boat! We will definitely send our friends!"

"The crew at KKMI really made me feel comfortable!"

"Just a quick note to thank the KKMI team for all your efforts when we visited last week. From the time we pulled up on Monday morning until lines off on Friday, it was a very positive experience. You and your colleagues were instrumental in turning what is usually a 'traumatic yard experience' into a truly delightful one."

"FINALLY! A yard that delivers a boat clean!"

"I'm writing to thank you dearly for all that was done to prepare my new boat for the long overland drive to Newport, Rhode Island. She arrived here safe and sound and your employees did a marvelous job in packing everything. No damage was seen anywhere, except a transducer that was bumped off when the boat changed trucks. Again, a wonderful job and my full appreciation."

"I liked that you guys made a small boat owner like me feel important!"

"Thank you for taking care of us during our 'stay' at KKMI. This was the first time we had a project manager assigned to us in a boatyard and it really is a great idea. We always knew who to go to with questions and concerns."

"I would recommend KKMI to anyone needing quality work, completed on time."

Thank you very much for allowing

Keefe Kaplan Maritime, Inc. • 530 W. Cutting Blvd. • Pt. Richmond

industry we've learned a few things. dependent on your satisfaction. job we've done this year.

"The service and attention my boat received was excellent. Please thank your service and management team for their professionalism and a job well done. You have a very impressive group of individuals working for you."

"We were very impressed with the quality of repair. It was first class and in our eyes, perfect."

"Your staff should be commended for providing outstanding customer service. We were treated with respect and made to feel we were just as important as the big yachts in the yard. It is no wonder you folks are the most talked about and respected boatyard in the Bay Area. We look forward to a long-term relationship with KKMI and will continue to recommend you to all of our friends. You folks are the best!"

"Kudos to your entire yard crew, they were very helpful!"

"KKMI was instrumental in seeing to it that our 'baby' was taken care of in the best possible way. Thank you for the professional services that were provided by your entire organization. In the 10 years that I have been in the sailing arena, we have never encountered such a fun and professional group of caring people."

"I just wanted to take the opportunity to let you know how pleased I am with my recent visit to KKMI."

"Thank you, thank you, and thank you. Boat needed ASAP. Result: Boat fixed on time as promised. Bill requested to be kept within as reasonable as possible amount: Bill was less than expected and under budget."

"Once again it was a pleasure doing business with you. Everyone was helpful and friendly."

"It is common in the marine industry to assume that things will take twice as long, and cost twice as much. I cannot tell you how happy I am to see such a large project get completed on time, and at the expected cost."

"I've had this boat in four different yards from British Columbia to here. I was frankly dreading number four! Simply put, KKMI was head and shoulders above the rest."

"Just a quick email to tell you how pleased I was with the professional job you did on the bottom work for my boat. I really appreciate the way you worked in my short schedule requirements and delivered the boat as promised and per your quoted budget. Your observations, discussion of particulars and recommendations of the bottom and rudder condition showed you paid personal and professional attention without any attempt to sell services that were not immediately needed."

"You have earned my undying respect and admiration and I shall not hesitate to recommend your company to anyone needing marine services."

us the opportunity to serve you.

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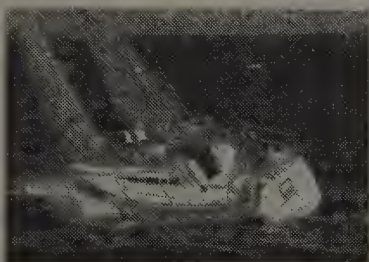
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Fleet

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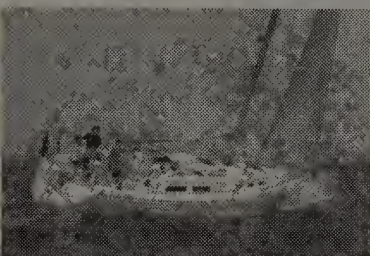
HANSE 300



HANSE 311



HANSE 341



HANSE 371



HANSE 411



Judel/Vrolijk
Yacht design

HANSE Yachts (Judel/Vrolijk Design) don't just persuade with their sharp appearance, both above and below deck - they sail persuasively too.

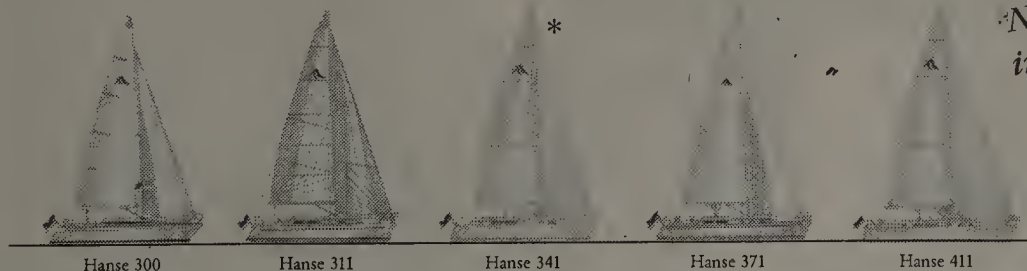
And after viewing the fleet, some critics get a new insight.

With pride in their work, experienced boat builders on the Baltic Sea pay great attention to detail in creating - under the direction of the former Admiral's Cup winner and shipyard owner, Michael Schmidt - yachts (30 to 52 ft.) of lasting value that have received international awards on numerous occasions.

The tasteful interior in the style of classical sailing vessels of the American East Coast make life a pleasure, whether on board or in port. The modern high-performance rigs and the discriminating design promise pure sailing fun... regardless of whether you're with family and friends, on the regatta course or as an ambitious charter crew.

Find out more on the internet or through our worldwide sales partners.

instead of REVOLUTION



*New 34 Arrives
in San Diego in
November*

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Demo
Sail!

Fountaine Pajot

Belize 43

At Our
Dock For
Inspection!

AT SF DOCKS

Lagoon 410

All
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Interior!

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FP 34' • 37' • 44'

(14', 17', 21' beams) Each with (a) flybridge helm AND interior helm, (b) 15 knots cruising, 19 knots maximum, (c) twin Yanmar diesels, (d) 1,000 mile range. Base boat prices (West Coast) are \$199,000, \$305,000 and \$415,000 respectively. Photos/brochures available.

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Point man at The Cup wars.

Photo by Bob Greiser

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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www.bayislandyachts.com
yachtsales@bayislandyachts.com

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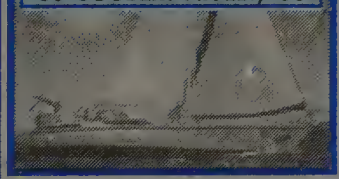
Your Gateway to the Caribbean. Why?

1. We've been established in the Caribbean with our own office, staffed with professional brokers, for 7 years.
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3. We offer you the comfort and safety of dealing with a well established, licensed and bonded American yacht brokerage company.
4. Most of our 35-ft+ cruising boats are REALLY ready to cruise, with everything you need, down to galleyware, linens, charts and cruising guides.

*The Caribbean is one of the world's great cruising grounds.
Why not start your cruise there instead of pushing yourself
and your boat with a 1,400 mile beat to windward?*

Multihulls, Steel, Aluminum and Fiberglass Cruising Boats
Here is a small sample of our large inventory...

60' JOUBERT-NIVELT, '83



Impressive Swedish cruiser.
\$335,000

54' ROBERTS, '87



Go anywhere steel cruiser.
\$299,000

52' HORSTMAN TRI, '87



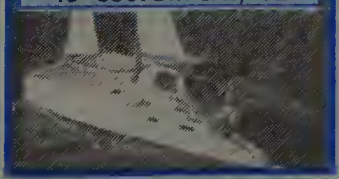
Well priced cruising tri.
\$295,000

51' CUSTOM ALUM, '83



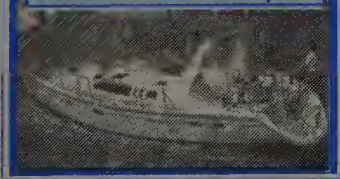
Cruised by a family of five.
\$233,000

46' CUSTOM CAT, '92



Custom performance cruising.
\$270,000

43' HUNTER LEGEND, '92



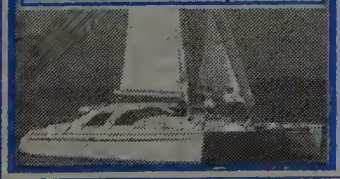
Like new with cruising gear.
\$162,000

40' J/120, '98



What a way to cruise.
\$176,000

37' PRIVILEGE, '96



Original owner. Little use.
\$195,000

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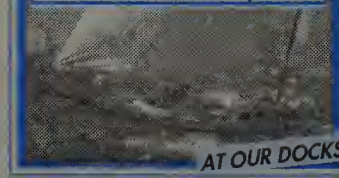
at Grand Marina

37' CREALOCK, '93



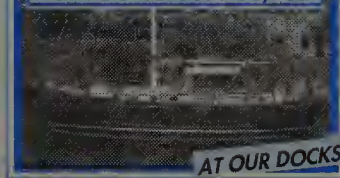
This well proven cruiser is
totally equipped and ready to go again.
\$165,000.

47' VAGABOND, '86



Bristol one owner boat. These are well proven
world cruisers and great liveaboards.
\$259,000

43' YOUNG SUN CC, '82



Factory finished to a higher standard for
offshore racing or cruising. Well proven and
ready to go now! (SISTERSHIP)

45' HARDIN KETCH, '82



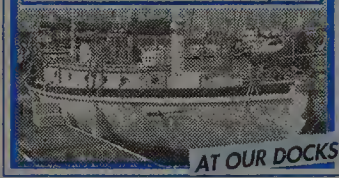
4 staterooms version in great shape.
Ford Lehman 85 hp. New aluminum spars.
\$129,900

37' PROUT SNOWGOOSE



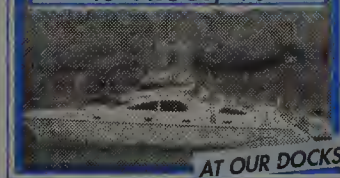
Undoubtedly the most popular of all
cruising multihulls, synonymous with ocean
cruising, sound design and seaworthiness.
1986. \$114,950.

38' INGRID GAFF KETCH, '80



Traditionalists, this is your boat!
Caribbean and South Pacific vet.
Bristol and ready to go again.
\$89,500.

45' PROUT, '96



Well proven offshore cot. Family version
with three staterooms and three heads.
\$350,000.

38' PAN OCEANIC PH



Seakindly Ted Brewer-designed pilothouse
is strongly built for any sea. Pendragon has
a new engine with only 12 hrs. \$79,500.

BROKERAGE

SAIL

27' NORSEA, '77	\$29,500
29' FREEDOM, '84	\$24,500
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30' CATALINA, '85	\$29,500
31' COLUMBIA 9.6	\$23,500
31' HUNTER, '87	\$29,500
32' ARIES CUTTER, '76	\$19,900
33' HUNTER 336, '96	\$79,000
34' ERICSON 34X, '78	\$27,900
37' PROUT, '86	\$114,950
37' CREALOCK, '93	\$165,000
37' HUNTER CUTTER, '78	\$35,000

38' PAN OCEANIC, '83	\$79,900
38' DOWNEAST KETCH, '75	\$60,000
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40' TARTAN, '89	\$159,900
43' YOUNG SUN, '82	\$89,000
44' HARDIN CC, '82	\$129,000
45' PROUT, '96	\$350,000
47' VAGABOND, '86	\$259,000

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32' TROJAN, '78	\$39,900
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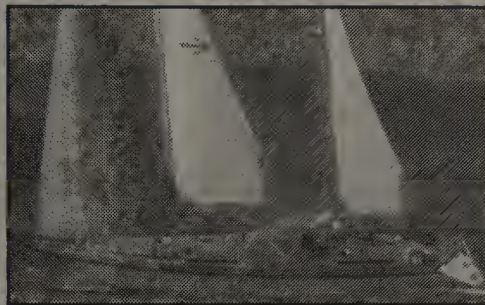
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47' BAVARIA, 1995

Lloyds certified offshore yacht ready for world cruise. Asking \$279,000



53' AMEL SUPER MARAMU, 1998

A French beauty beyond "Super". Shows like new (in Bay area). Agent: Jill. Asking \$499,000



30' WILLARD VISTA TRAWLER, 1973

Full keeled hull w/steading sail. Asking \$32,500 (obo)



28' BRISTOL CHANNEL CUTTER, 1977

Classic blue water cruiser, many upgrades. Asking \$45,000



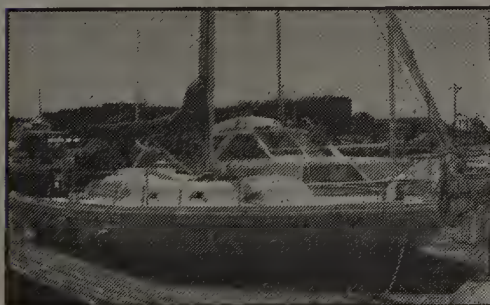
41' TARTAN, 1974

Proven racer/cruiser. One 20-year owner. Asking \$59,000



42' MORGAN, 1971

Recent bottom job. Owner financing for qualified buyer. Asking \$42,000



36' COLUMBIA, 1968

Tough old cruiser in good shape; fresh interior. Asking \$29,000



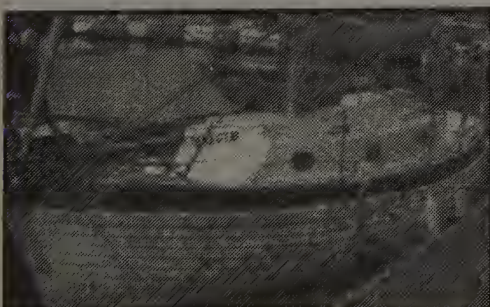
38' CATALINA, 1983

Exceptionally well maintained and cruise ready. Asking \$49,950



30' RAWSON, 1963

Only \$13,000 (obo)



27' NOR'SEA, 1979

Just surveyed. Ready for heavy weather or casual cruising. Asking \$25,000



35' ERICSON, 1970

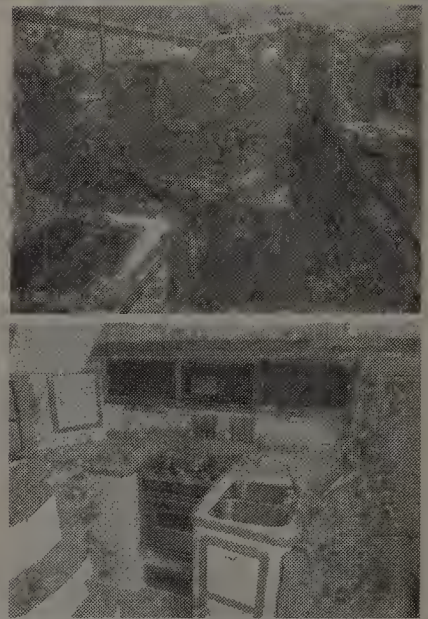
For this price, a great Bay cruiser. Asking \$19,000



41' CT KETCH, 1973

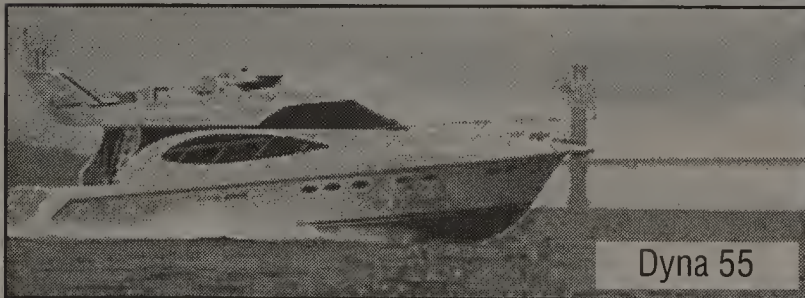
Live aboard or cruise. Owner must sell. Asking \$39,500

Farallone Yacht Sales Presents The Catalina 42 Mark II

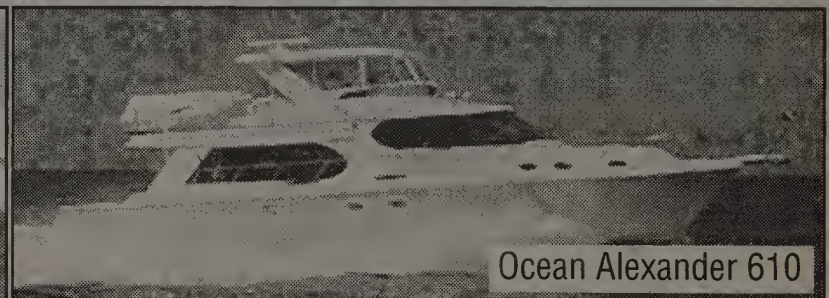


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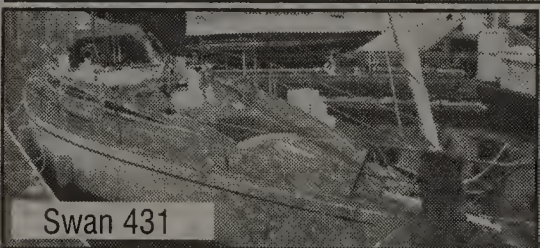
Open Boat Weekend November 9-10



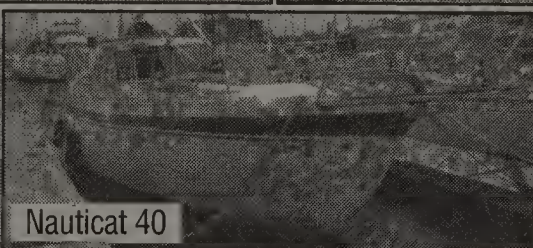
Dyna 55



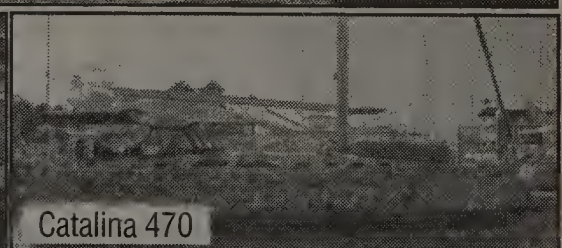
Ocean Alexander 610



Swan 431



Nauticat 40



Catalina 470

PREOWNED CATALINA YACHTS

Catalina 470	2000	319,000
Catalina 470	2000	285,000
Catalina 42 MkII	2001	229,000
Catalina 380	1997	152,000
Catalina 36	1985	61,000
Catalina 36	1986	53,000
Catalina 34 MkII	2001	117,000
Catalina 320	2000	89,900
Catalina 320	1999	89,000

Catalina 320	1995	79,900
Catalina 320	1993	69,500
Catalina 39	1988	coming soon
Catalina 30	1979	24,900
Catalina 30	1978	24,000
Catalina 30	1988	39,500
Catalina 30	1979	29,900
Catalina 28 MkII	1998	57,000
Catalina 27	1983	19,000

PREOWNED SAILING YACHTS

Beneteau 461	2001	264,000
Formosa 46	1981	99,900
Swan 431	1978	167,500
Endeavour 43	1981	175,000
Perry 41	1980	99,000
Nauticat 40	1985	179,900
Hans Christian	1987	185,000
Islander 36	1976	43,000
C&C 32	1980	37,500

Ericson 32	1986	44,000
Hunter 31	1985	35,000
Hunter 31	1984	30,000
Baba 30	1984	75,000
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Bianca 26	1974	9,750

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Dyna 55	2000	850,000
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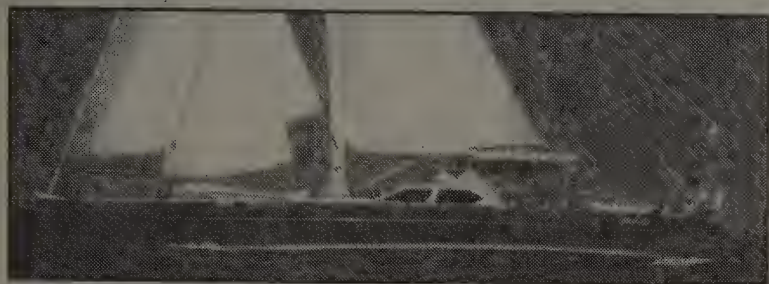

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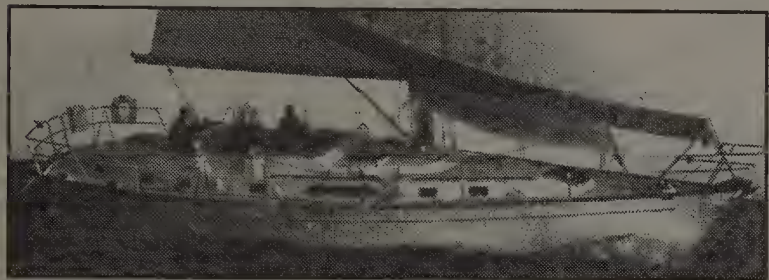
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Tayana

OFFSHORE SAILING YACHTS

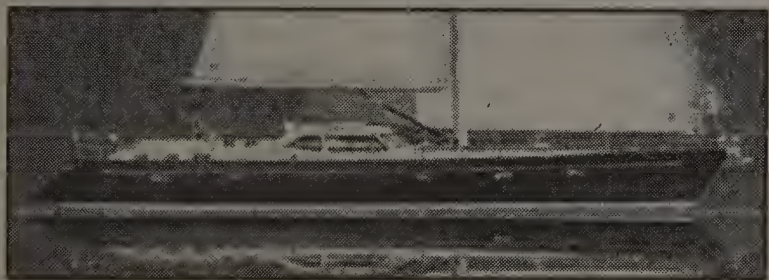


58' TAYANA DECK SALOON Powerful and fast, this large cutter will accommodate up to four staterooms. Contemporary styling and panoramic views from the main saloon. Available in center cockpit. Sailaway **\$475,000**



48' TAYANA CENTER COCKPIT

Designed by Robert Perry, this bluewater cutter offers over 1,300 sq. ft. of sail and a waterline of over 40 ft. Two or three staterooms and easily handled by two people. Sailaway **\$330,000**

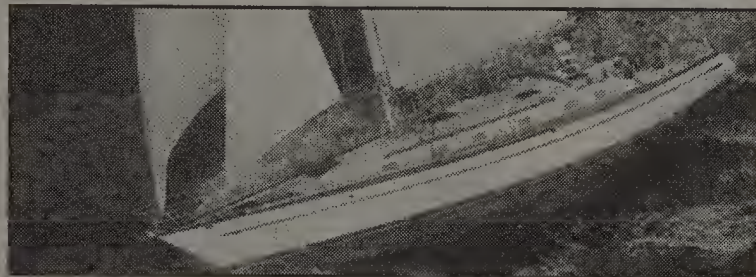


64' TAYANA DECK SALOON

New design by Robert Ladd. Fast and roomy with a beam of 18'. Deck saloon offers a spacious interior with many interior options. **\$960,000**

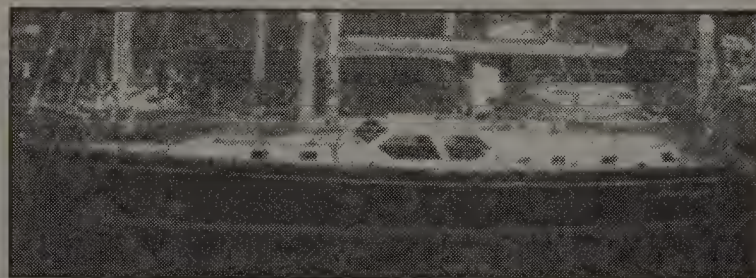
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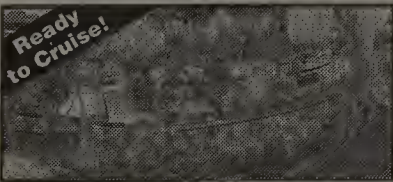


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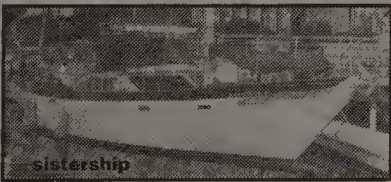


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CATALINA 380

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CAL 39



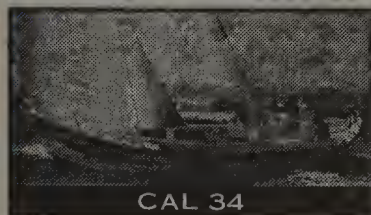
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SPARHAWK 36



CATALINA 320



CAL 34



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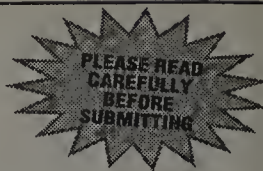
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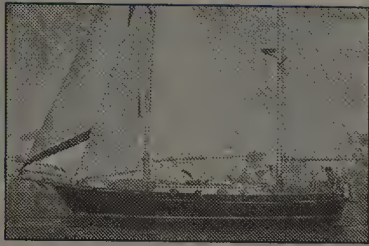
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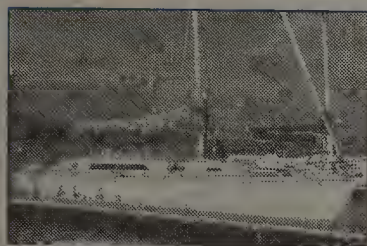
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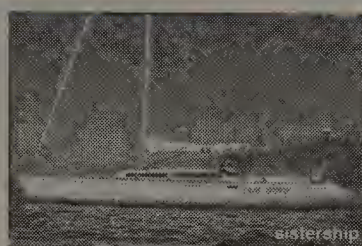
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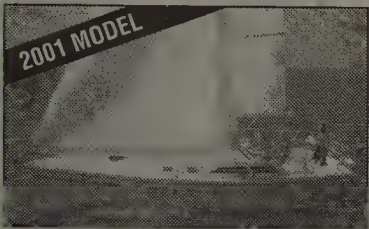
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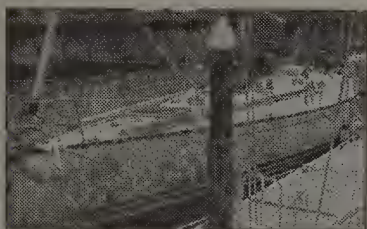
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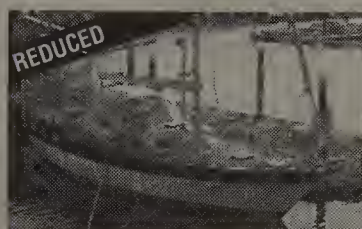
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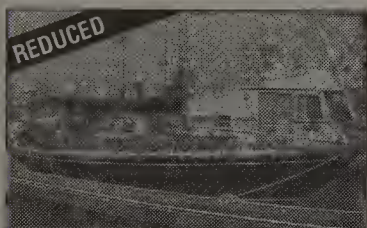
Victory 48 \$249,000



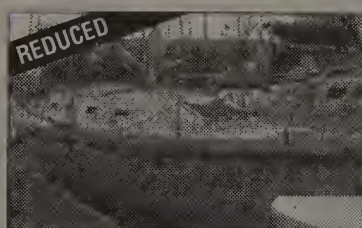
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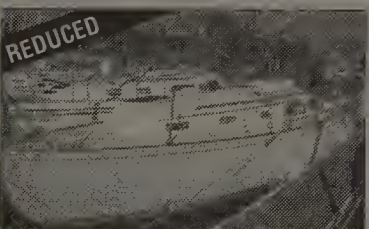
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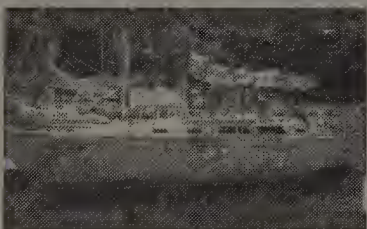
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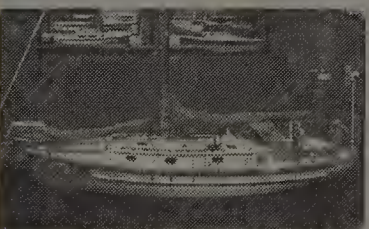
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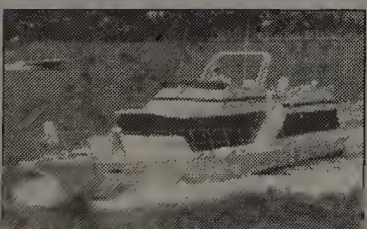
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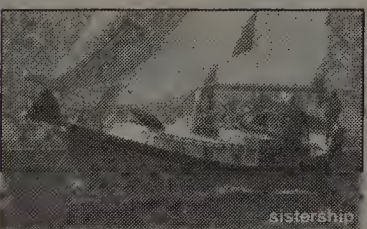
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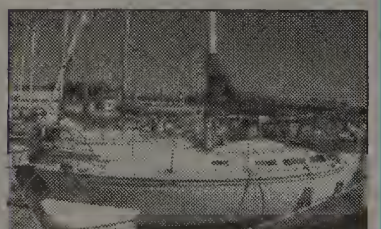
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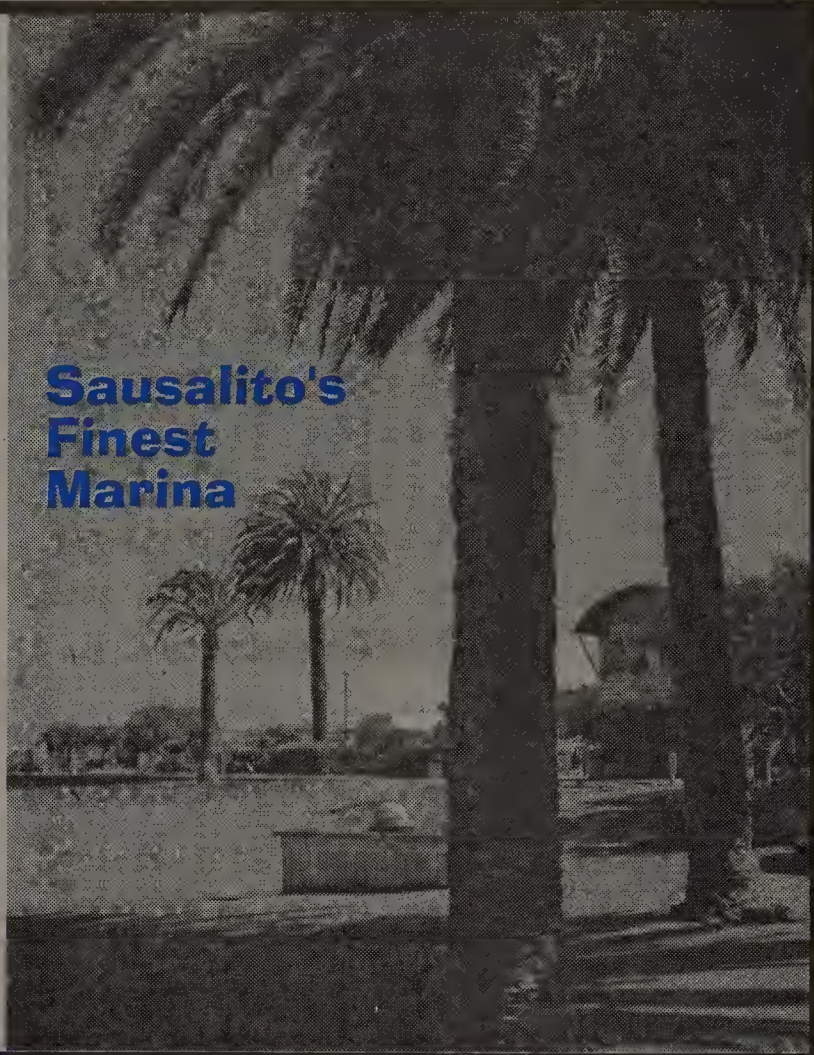
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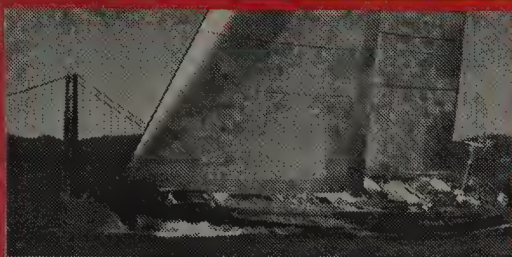
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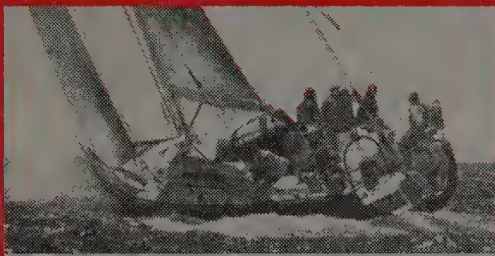
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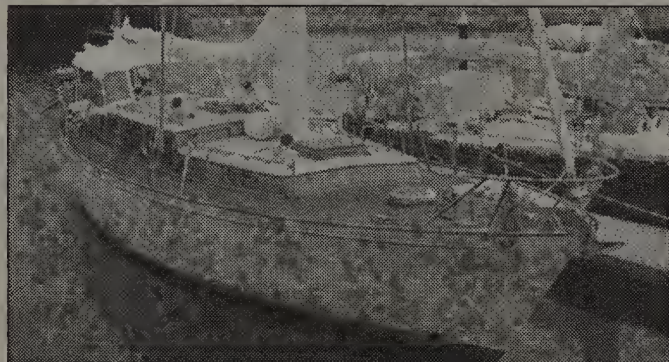
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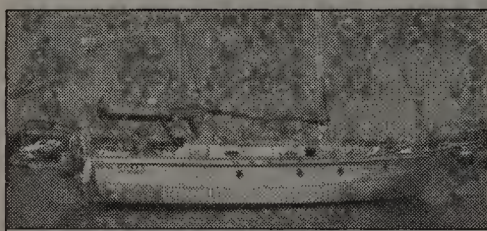
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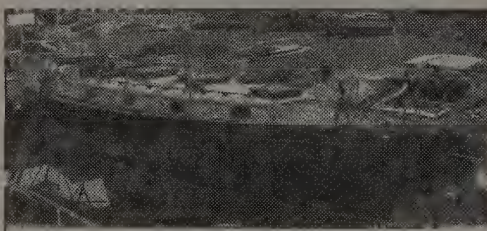
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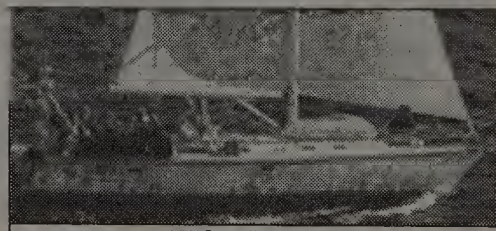


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32' Columbia 9.6 Sloop, '77	30,000
32' Westsail Cutter, '76	55,000
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30' Clipper Marine, '78	6,900
28' Fiberform 2800 Executive, '77	SOLD
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28' Bertram Flybridge, '72	100,000
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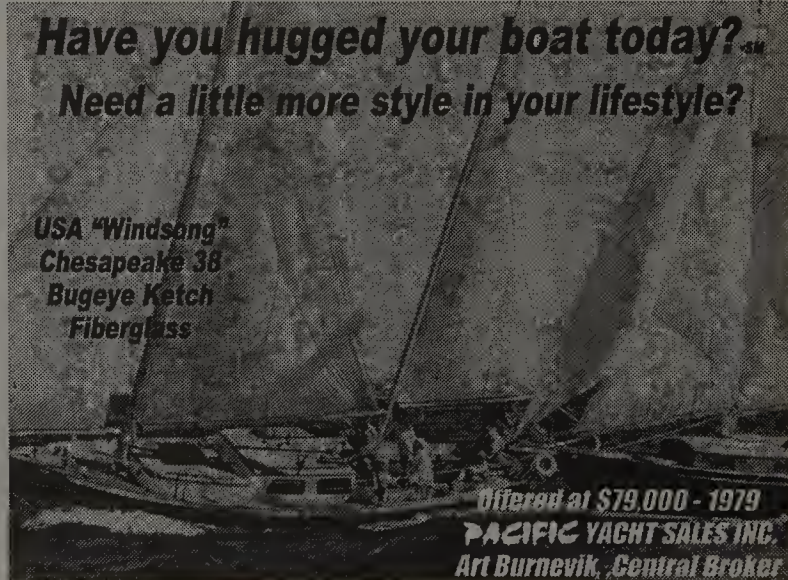
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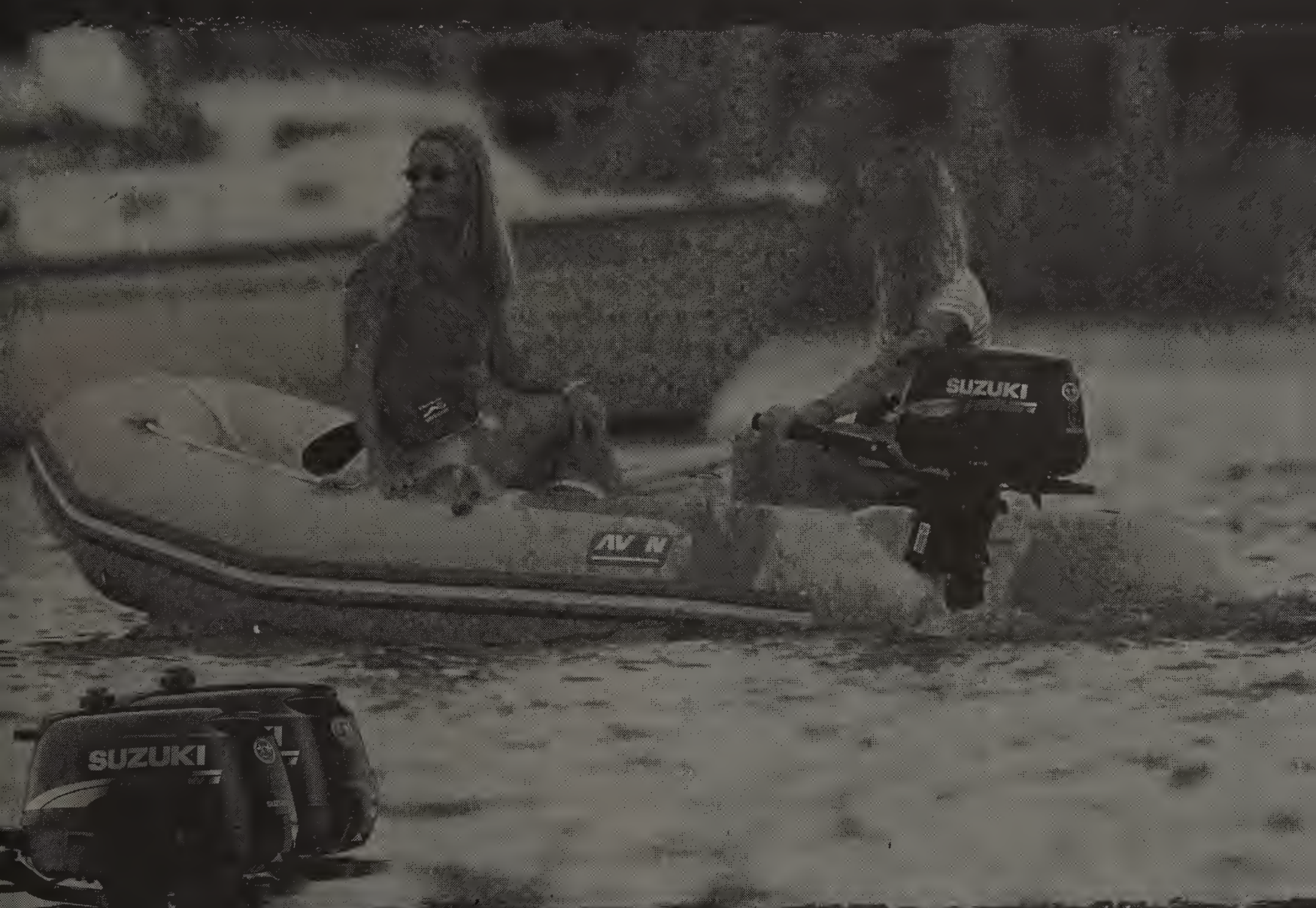
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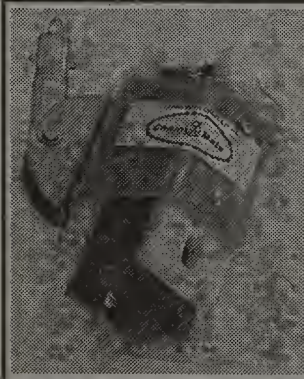
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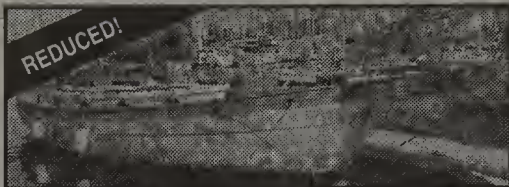


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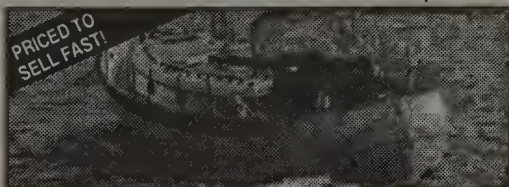
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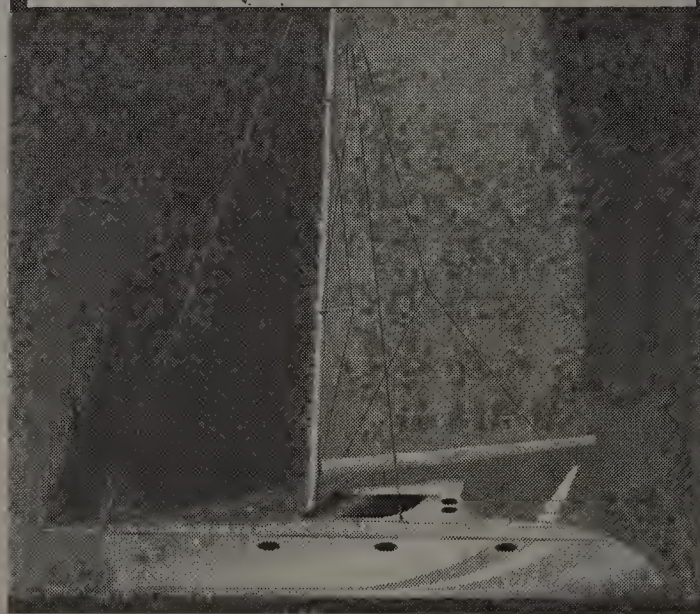
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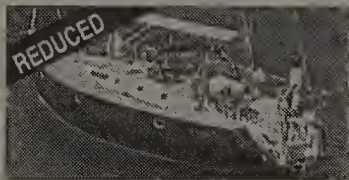


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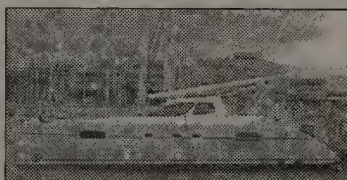
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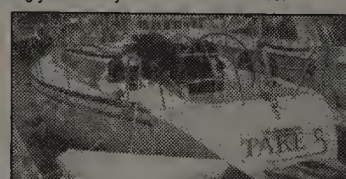
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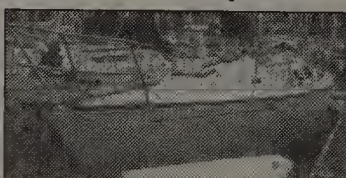
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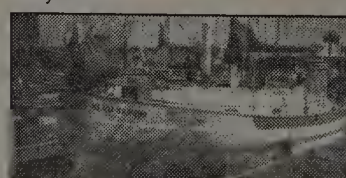
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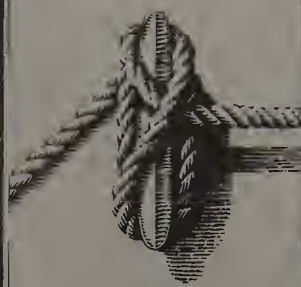
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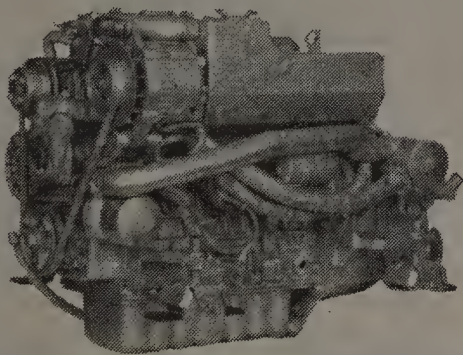
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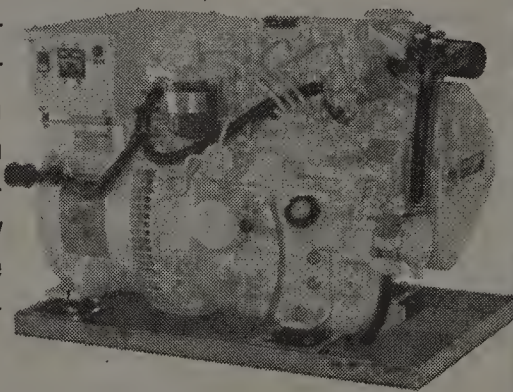


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Nov. 5 — Rigging Seminar #1: Lifeline Inspection/Replacement and Splicing Demonstration at the Alameda West Marine, 6-7 p.m., free. Info, (510) 521-4865.

Nov. 8-9 — Cabo San Lucas Beach Party (11/8), followed by the Awards Ceremony (11/9) at Cabo Marina. The Baja Ha-Ha invades Cabo — come party with the Grand Poobah! Info, www.baja-haha.com.

Nov. 9-10 — Downwind Marine's Cruisers' Fair (11/9) and Kick-Off Party (11/10) in San Diego. Info, (619) 224-2733.

Nov. 10 — Free sailboat rides at Cal Sailing Club (Berkeley Marina), 1-4 p.m. Rain date is November 24. See www.cal-sailing.org.

Nov. 11 — Veterans' Day.

Nov. 12 — Rigging Seminar #2: Standing Rigging Inspection/Replacement and Methods of Going Aloft. Same deal as November 5.

Nov. 13 — "Around the World in 80 Ways," a cabaret theater show featuring four round-the-world adventurers. SomArts Cultural Center (934 Brannan St., San Francisco); 8 p.m.; tickets are \$25 and benefit BAADS. Richard Dupell, (510) 482-2569, or www.lifegamesf.com.

Nov. 14 — Single Sailors Association monthly meeting, featuring a sailing-related "Mystery Game Night." Oakland YC; 6:30 p.m.; free. Info, (510) 273-9763 or www.ssa-online.org.

Nov. 18 — ESPN2's Best of the West one-hour sailing presentation at 10:30 p.m. — worth staying up for! The show includes coverage of the Ensenada Race, the Star Worlds, the BBS, Team Pegasus, and the America's Cup.

Nov. 19 — Re-air of the above show at 10:30 a.m. As always, check local listings.

Nov. 19 — Full moon on a Tuesday night.

Nov. 20 — YRA Trophy Party for HDA, ODCA, WBRA and ODCA season winners at Bay View Boat Club, 6-9 p.m. Jazz band, finger food, no-host bar. YRA, 771-9500.

Nov. 28 — Thanksgiving — express your gratitude.

Dec. 7 — Sail-A-Small-Boat Day at Richmond YC, 11 a.m. to 4 p.m., free. A great opportunity to contrast and compare 15 different dinghies and meet lots of class reps. Gail Yando, (510) 232-6310.

Dec. 7 — 26th Annual Lighted Yacht Parade on the Oakland Estuary, 7:30-9:00 p.m. This is the big one, with usually about 100 boats participating. Sponsored by the Port of Oakland and EYC. Info, (510) 814-6000.

Dec. 14 — 14th Annual Sausalito Lighted Boat Parade. SYC, 332-7400.

Jan. 17-26 — San Francisco Sports & Boat Show at the Cow Palace. See www.sfboatshow.com.

Racing

Oct. 31-Nov. 2 — Isla Navidad Race, a new 1,178-mile dash from Long Beach to Navidad co-hosted by LBYC and NHYC. Eleven boats are signed up — see *Race Notes*. Follow the race at www.nhyc.org.

Nov. 2 — Jack & Jill Plus One, a womens' skipper race. Island YC; JoAnne Mcfee, (925) 254-5384.

Nov. 2-9 — Dry Creek Vineyard 2002 Pro-Am Regatta at the luxurious Bitter End YC in the BVI. This year's roster consists of five masters (Rod Johnstone, Tom Leweck, Keith Musto, Lowell North and Butch Ulmer) and five juniors (Marie Bjorling, Andy Burdick, Paul Cayard, Mark Reynolds and Dawn Riley). Info, (800) 872-2392, or www.beyc.com.

Nov. 7, 1992 — Ten Years After, from an article called LAYC Cabo Race — *Rhapsody in Blue*:

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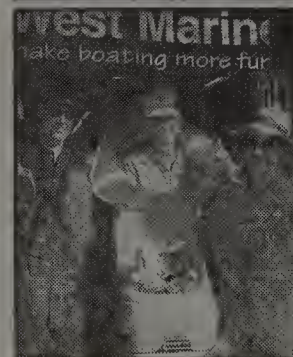
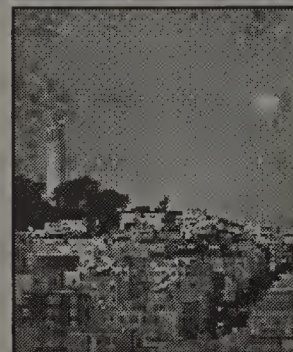
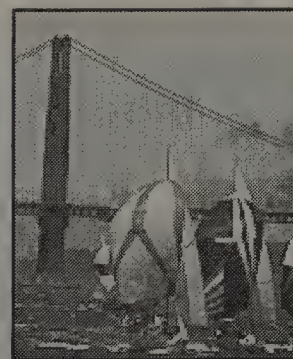
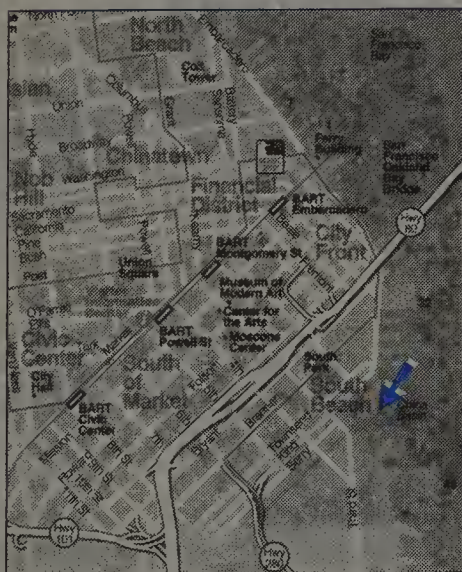
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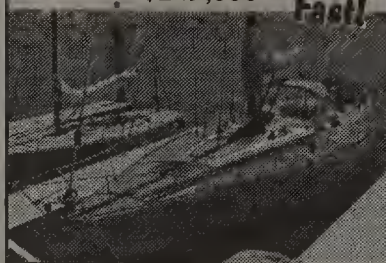


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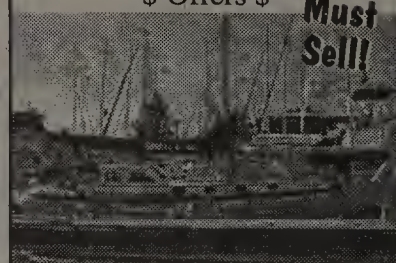
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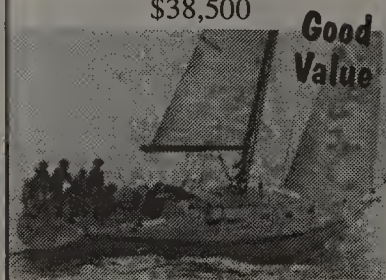
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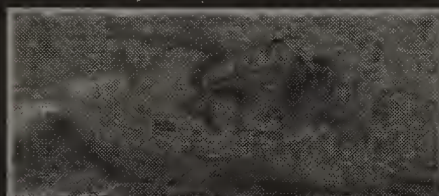
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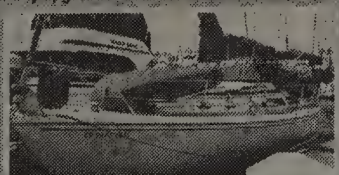
29' HUNTER 29.5, '95 Yanmar diesel, full batten main, furling genoa, Autohelm 4000, walk-thru transom, dodger, bimini. \$49,900.



HANS CHRISTIAN 38T CUTTER, '88/'89. Performance Telstar underbody, 66 hp Yanmar, Hood furling spar. '94' Must see. \$162,500.



33' HANS CHRISTIAN CUTTERS, '80, '98 Yanmar diesel, furling, watermaker, liferaft, dinghy/OB, windvane, spinnaker gear. \$99,000.



34' CATALINA SLOOP, '87. Equipped for long range cruising with all electronics, full batten main dodger and bimini. \$59,900.



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33' BENETEAU 331 SLOOP, 2000. In-mast furling main and furling jib, Yanmar diesel, Max prop, 2-cabin layout, sleeps 6-7. \$95,000.

Some boats shown may be sisterships.

New Sail California Owner Jeff Trask, with Art Ball, Eugenie Russell and Roy Haslup



To Our Valued Sail California Customers,

I'd like to introduce some new faces and changes at Sail California which support the things that never change — excellent sales and service for the world's number one boats!

After twelve years of serving J/Boat customers, Chris Corlett has moved on in search of new challenges. We will all miss Chris, yet remain committed to fulfill the needs and desires of our customers. Our superb Alameda sales staff now consists of Art Ball and Roy Haslup. Art has been with Sail California for over ten years. Roy has recently come to us from Doyle Sails and J/World in Annapolis, Maryland. A lifelong sailor, Roy brings a great deal of racing and cruising experience.

Eugenie Russell — about six months ago — joined us in the capacity of Office Manager and J/Concierge. Eugenie (accent on the first syllable) not only keeps the office running smoothly, but has also created the position of J/Concierge for San Francisco Bay Area J/Boat owners. In that capacity, she assists owners with all of the details needing attention on a regatta weekend, or a family cruise. Her sailing background includes experience in sailing instruction. She also holds a 50-ton Coast Guard license.

Recently, a change in ownership occurred in that I officially took over the business from my father, Don Trask. I'll continue to be located at the Newport Beach Sail California office, but will be spending some time each month in the Alameda office. Don will continue in his capacity as the J/Boats distributor for the western part of the continent.

Please call one of us whenever we can be of assistance, whether you want to know who provides a particular type of marine service or product, or when you're ready to discuss which boat best fits your type of sailing. As always we continue to sell, service and support the finest line of racing and cruising boats in the world — J/Boats!

Sincerely,

Jeff Trask

CALENDAR

The way we figure it, last month's 802-mile Los Angeles to Cabo San Lucas Race was all about the color blue: the water was blue, the sky was blue, the race committees' blazers were blue, gentle winds blew (sic), some of the slower boats had the blues. . .

But, most of all, it was a great race for blue boats: Mike Campbell's dark blue Andrews 68 *Victoria* shrugged off a recent string of bad luck to win the ULDB 70 and IOR classes by a staggering 4.5 hours. Behind her, Dave Dillehay's squeaky new gunsmoke blue Andrews 56 *Aldora* ran away with IMS and PHRF overall honors in her offshore debut. "It was hard to say who was happier after the race, Mike or Dave," claimed Tom Leweck, himself all smiles after being awarded the navigator's trophy for guiding *Aldora* down the 'golden path'.

"Hey, I was pretty happy, too," admitted Long Beach yacht designer Alan Andrews, who heard the good news while half a world away — he was in Estonia overseeing the production of two of his new maxi IMS boats being built for Great Lakes clients. Dennis Choate, who built *Victoria* (named for Campbell's wife) and *Aldora* (named for Dillehay's grandmother) was pretty stoked about the sweep, too.

The race made a couple of other people happy, too: Gordon Miller, a jet-setting English tycoon, was thrilled to win PHRF-B in his new-to-him Swan 65 *Bateau Ivre* in his first real race. Due to engine problems, *Bateau Ivre* ("drunken boat") started half an hour late, but it really didn't matter — as yet another blue boat, they could do no wrong. The only class not claimed by a blue boat, the tiny IOR-B group, went to Alec Oberschmidt's Barnett 52 *Climax*, which coincidentally is Mike Campbell's old boat. All three boats in that class were white — *Climax*, however, was the only one sporting blue trim. Hmmmm, we're starting to see a trend here.

To be honest, not everyone was thrilled with Los Angeles YC's seventeenth Mexican race — in fact, the race has been rather jinxed ever since it stopped going to Mazatlan after the '84 race. Only 19 boats showed up, despite the yacht club's decision to cut 75 miles off the course by finally ditching the Turning Mark from Hell, Guadalupe Island. LAYC tried that race three times, and each was more gruesome than the last: *Cheetah* took line honors in 120 hours in '86; *Blondie* finished first in 125 hours in '88; and *Grand Illusion* took an exasperating 138 hours in '90. Memories of those grisly milestones may have been partly repsonsible for this year's low turnout.

And, once again, the race was a sluggish one, though not nearly as grim as the '90 debacle. *Victoria* finished in 107 hours, averaging almost 7.5 knots over the course — slow for a sled, but not all that unusual for a fall Cabo Race. Somewhat atypically, kites didn't go up to stay until halfway down Baja. At least the moon was full, the nights were mostly clear and starry, and the sunrises and sunsets were dramatic.

Nov. 8-10 — U.S. Team Race Championship (Hinman Trophy) at Southern YC, New Orleans, in Vanguard 15s. See www.ussailing.org.

Nov. 9 — Champion of Champions Race. Santa Cruz YC, (831) 425-0690.

Nov. 9-10 — Route du Rhum starts from St. Malo, France. Sixty boats will hit the starting line (monohulls on the 9th, multihulls on the 10th) for this prestigious 3,400-mile sprint to Guadalupe. All the big names will be there: Ellen MacArthur, Loick Peyron, Michel Desjoyeaux, Giovanni Soldini — even Patrick de Radigues, the Belgian sailor whose sponsor pulled him out of the Around Alone Race because this one would give them better exposure. See *Sightings* for a

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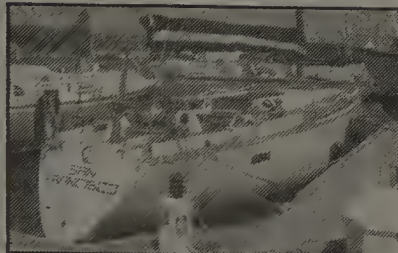
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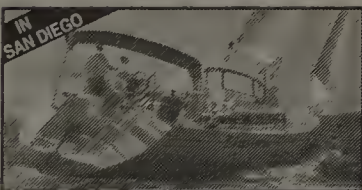
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been faired. All the equipment to be a winner. \$139,900



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we've ever seen! All the cruising equipment you'll
need. No detail has been left undone.

72' Andrews/Perry, '98, <i>Elysium</i> *	1,350,000
72' Davidson, '93, <i>Cassiopeia</i> *	595,000
53' Santa Cruz 52, '00, <i>Impulse</i> *	829,000
53' Swede 55, '83, <i>Kyte</i>	130,000
53' J/160, '99, <i>Ruffian</i> *	849,000
53' J/160, '96, <i>Bushwacker</i> *	649,000
53' Santa Cruz 52, '99, <i>Triumph</i> *	Reduced 700,000
53' J/160, 2000, <i>Stark Raving Mad</i> *	New Listing 859,000
46' Kelly Peterson, '97, <i>New Horizon IV</i> *	229,000
45' Nelson Marek, '94, <i>Who's Yo Daddy</i> *	249,000
43' J/130, '96, <i>Easy</i> **	275,000
41' Bianca 41, '80, <i>Sundog</i>	65,000
41' Morgan 415, '83, <i>Alascyn</i> *	New Listing 87,000
40' Olson, '83, <i>Aisling</i> **	New Listing 84,000
40' J/120, Hull #153	New Boat
40' J/120, '00, <i>Grace Dances</i> *	279,000
40' J/120, '99, <i>Hot Rod Dolphin</i> *	249,000

40' J/120, '95, <i>Indigo</i> *	169,000
38' Tartan 3800, '97, <i>Gusto</i> *	Reduced 209,000
38' Morgan 382, '80, <i>Mintaka</i> *	New Listing 58,000
36' Sweden, '84, <i>Joystick</i> **	99,000
36' Choey Lee, '86, <i>Shibumi</i> *	50,000
35' J/105, '01, <i>Trickster</i> *	New Listing 139,900
35' J/105, '96, <i>Konza</i> *	Reduced 104,750
35' J/105, '84, <i>Xtreme</i> **	99,500
35' J/105, '92, <i>Veloce</i> *	87,500
35' J/35, '88, <i>Predator</i> *	Reduced 72,000
35' J/35, '91, <i>Assagai</i> **	74,000
35' J/35, '88, <i>Jabiru</i> *	53,000
35' J/35, '85, <i>Blue Streak</i> **	49,500
35' J/35, '85, <i>Jammin</i> **	59,900
35' J/35, '85, <i>Pazzo</i> **	Reduced 55,000
35' One Design, <i>KTs Choice</i> *	108,000
35' One Design, '99, <i>Rigel</i> *	Pending 78,500

35' One Design 35, '00, <i>Electra</i> *	120,000
35' Hallberg-Rassy, '77, <i>Dragonfly</i> **	53,500
33' Synergy 1000, '99, <i>Hull #2</i> **	65,000
32' J/32, '01, <i>Moonstone</i> *	New Listing 169,000
31' Tartan 31, '89, <i>Pointer</i> *	63,900
30' J/92, '97, <i>Zephyr</i> *	Pending 62,500
30' J/92, '97, <i>Coyote</i> *	49,000
30' J/30, '79, <i>Slingshot</i> **	23,000
30' J/30, '84, <i>Celebration</i> **	29,000
29' Davidson 29, '85, <i>Kokopeli</i> **	52,000
26' J/80, Hull #546	New Boat
24' J/24, '84, <i>Jungle Love</i> **	22,000
24' J/24, '77, <i>Mickey Mouse</i> **	12,500



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Hosted by: **Jack London Partnes**
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& the **Port of Oakland**

2003 Parade Theme:

*"Peace on the Water and
Around the World"*

Saturday, December 7, 2003, 4:30pm
On the Oakland/Alameda Estuary

Boat Owner Entry Form

Contact _____ Tel. _____
Address _____
City _____ State _____ Zip _____
Boat Name _____
Length _____ ☐ Power ☐ Sail ☐ Other
Marina/Anchorage _____ Slip# _____

Each boat will receive an 8X10 color photo (weather permitting) and participant gift. All entries qualify for both Sweepstakes and People's Choice awards. Complete details and assignment of numbers will be given at the Skipper's Meeting on Tuesday, December 3rd., at 6pm in the Encinal Yacht Club's Regatta Room, 1251 Pacific Marina, Alameda.

TROPHY AWARD CATEGORIES

- | | |
|---------------------------------------|-----------------------------------|
| 1. Sweepstakes | 9. Best Military or Public Vessel |
| 2. People's Choice (by public ballot) | 10. Best Non-Profit |
| 3. Best Animation | 11. Best Yacht Club Entry |
| 4. Best Business Sponsored (Power) | 12. Master Mariner (pre'42) |
| 5. Best Business Sponsored (Sail) | 13. Most Effective Use of Lights |
| 6. Best Classic Yacht (Power pre'42) | 14. Most Whimsical |
| 7. Best Commercial Working | 15. Club with most Entries |
| 8. Best Hand Powered | 16. Long Distance Award |

FINAL DATE for entry is November 19. Each entry is to be accompanied by a check for \$40.00 made payable to: CAC Real Estate Management Company and mailed to: The Lighted Yacht Parade, c/o Jack London Square Marketing, 481 Water Street, Oakland, CA 94607. For further information call: (510) 645-5968

CALENDAR

preview. If you read French, log onto www.routedurhum.org.

Nov. 12-19 — Louis Vuitton Cup Quarter Finals in Auckland, the next hurdle in the America's Cup challenger eliminations. Follow the action and intrigue at www.lv-cup.com.

Nov. 13, 1982 — It Was Twenty Years Ago Today, from a *Sightings* piece called simply, "BOC Challenge":

The BOC Challenge, the 27,000-mile singlehanded around the world race will be well into its second leg by the time you read this. Fourteen singlehanders left Cape Town, South Africa, on November 13 bound for Sydney, Australia, across the treacherous Southern Ocean. The third leg will take them to Rio de Janeiro and then back to Newport, Rhode Island, where they started this ultimate marathon on August 28th.

In the big boat division, with boats from 44 to 65 feet, the runaway winner for the first leg was Frenchman Philippe Jeantot sailing *Credit Agricole*, a 56-foot cutter. He finished on October 14, some 900 miles ahead of his closest competitors. The eventual second place finisher was South Africa's Bertie Reed, sailing the 49-foot sloop *Altech Voortrekker*. England's Richard Broadhead steered his 52-foot cutter *Perseverance of Medina* to third.

Jeantot, a professional diver by trade, suffered a ruptured water tank on the trip, which caused him to consider making an unscheduled stop in Brazil. He used a steam cooker to distill seawater, though, and persevered. He finished with 35 pints of fresh water and a tremendous thirst. He also gave up smoking during the race, but he couldn't resist a Gauloise with his victory champagne. He averaged 150 miles a day for the 7,100-mile leg.

Winner of the small boat division, with entries from 32 to 44 feet, was another Frenchman, Jacques de Roux, and his 41-foot cutter *Skojern III*. Yukoh Tada of Japan in the 43-foot sloop *Okerà V* was second, and American Francis Stokes sailing the 39-foot sloop *Moonshine* was third. Stokes also received the special Altech Communication Award for helping other yachts with radio problems keep in touch with race headquarters.

Nov. 13-16 — Rolex Farr 40 Worlds at Nassau's glitzy Atlantis Resort, preceded by the Bahamian Championship on Nov. 9-10. About 20 boats are expected to sail in the four-day, ten-race Worlds, including California entries *Samba Pa Ti*, *Morning Glory*, *Gone Too Farr*, *Groovederci*, *Pegasus* and *Crocodile Rock*. Info, sandy@farr-int.com.

Nov. 16-17 — San Francisco YC's Pre-Holiday Regatta. PHRF and one design racing for classes which field five or more boats. SFYC, 789-5647.

Nov. 23 — Turkey Shoot Regatta in the Port of Sacramento, open to trailerable boats up to 19 feet. Bring home a turkey for Thanksgiving dinner! Lake Washington SC; Don Hill, (707) 693-0454.

Jan. 20-24 — Terra Nova Trading Key West Race Week, widely considered the best regatta in this country. See www.Premiere-Racing.com.

Feb. 7 — Pineapple Cup, aka the Montego Bay Race. See www.montegobayrace.com.

Feb. 7-14 — 17th Biennial Puerto Vallarta Race, a 1,125-mile race from Marina del Rey to PV. Del Rey YC, (310) 823-4664 or www.dryc.org.

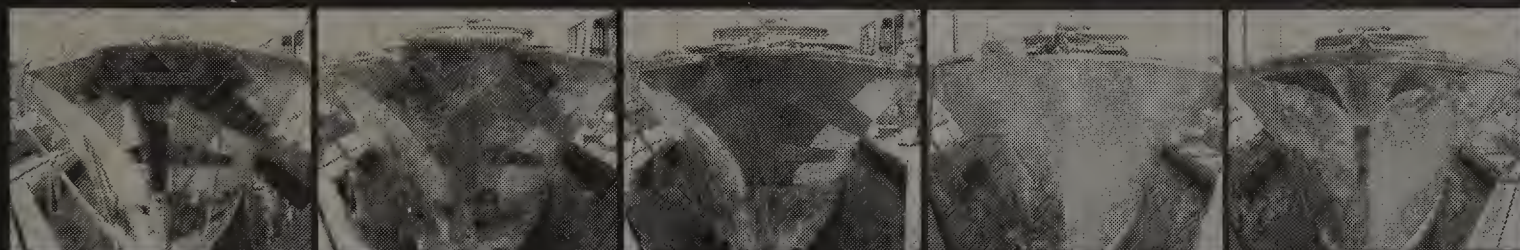
Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 11/10, 12/8, 1/12, 2/9, 3/16. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Sundays, Oct.-March, except during the BYC Mids. Paul Kamen, (510) 540-7968.

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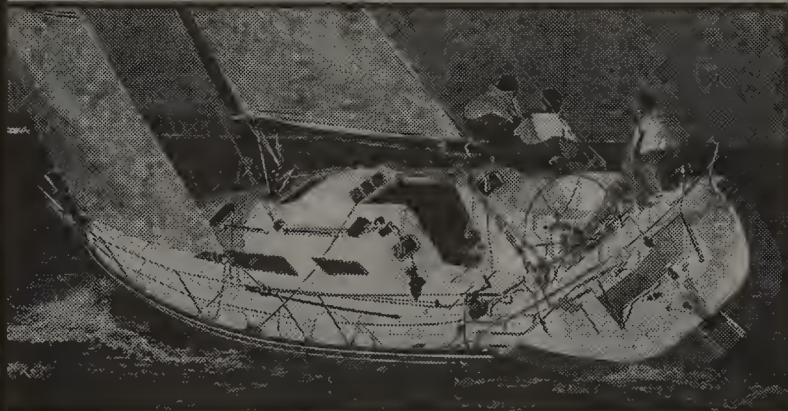
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CALENDAR

BERKELEY YC — Berkeley Circle: 11/9-10; 12/14-15; 1/11-12; 2/8-9. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2003: 1/18-19 and 2/15-16. CYC, 435-4771.

ENCINAL YC — Jack Frost Series: 11/16, 1/18, 2/15, 3/15. Les Raos, (925) 349-6728.

GOLDEN GATE YC — Seaweed Soup Series: 11/2, 12/7, 1/4, 2/1, 3/1. Chris Joyce, 821-4467.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/14, 1/12, 2/8, 3/9. Duncan Carter, (925) 945-6223.

OAKLAND YC — Sunday Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/2. OYC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters: 12/8, 1/5, 2/2, 3/2. RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters: 11/16, 12/14, 1/18, 2/15, 3/15. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 11/3, 12/1, 1/5, 2/2, 3/2. SYC, 332-7400.

SOUTH BAY YRA — Winter Series: 11/16, 12/7, 1/4, 2/1, 3/1. Mike Satterlund, (408) 947-8211.

SOUTH BEACH YC — Midwinters: 11/9, 12/14, 1/11, 2/8, 3/8. Joel Davis, (510) 881-5177.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

November Weekend Currents

date/day	slack	max	slack	max
11/02Sat		0122/4.0E	0457	0755/3.8F
	1101	1353/4.3E	1732	2027/3.8F
	2333			
11/03Sun		0215/3.9E	0543	0838/3.8F
	1138	1439/5.0E	1821	2120/4.3F
11/09Sat		0152/3.8F	0524	0729/1.9E
	1049	1326/2.0F	1606	1933/4.4E
	2342			
11/10Sun		0257/3.4F	0624	0832/1.7E
	1201	1431/1.7F	1710	2031/3.9E
11/16Sat		0121/2.7E	0455	0755/2.9F
	1048	1348/3.5E	1737	2035/2.9F
	2328			
11/17Sun		0203/2.6E	0533	0826/2.8F
	1119	1420/3.8E	1815	2114/3.1F
11/23Sat		0029/3.2F	0410	0611/1.8E
	0900	1201/1.8F	1429	1817/4.4E
	2210			
11/24Sun		0117/3.2F	0501	0701/1.7E
	0953	1251/1.7F	1515	1907/4.2E
11/28Thu	0143	0453/3.3F	0817	1050/2.8E
	1435	1711/2.2F	2000	2258/3.5E
11/29Fri	0237	0544/3.4F	0859	1145/3.5E
	1533	1817/2.7F	2115	2359/3.4E
11/30Sat	0330	0632/3.5F	0939	1237/4.2E
	1627	1919/3.3F	2224	
12/01Sun		0058/3.2E	0421	0719/3.5F
	1019	1326/4.9E	1718	2016/3.9F
	2328			



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LETTERS

↑↓BOWMAN WEENIE ROAST

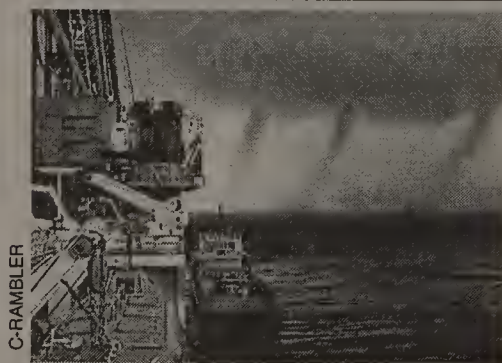
While reading through the October *Latitude*, I came across the article and photos about the J/120 fleet action at the St. Francis Big Boat Series. The story also mentioned something about a "South Tower bowmen weenie roast". I know what the South Tower of the Golden Gate Bridge is. I also know about bowmen — and bow women. In addition, I have been to a few weenie roasts in my time. What all three might have in common, however, is a mystery to me — as well as many other people in the J/120 fleet. Could you please clarify?

M.M.W., Mast Dude
Naked Twister, J/120

Mast Dude — Back in the late '80s, the bowmen from several boats climbed to the top of the South Tower of the Golden Gate Bridge, pulled out a cheapo BBQ, and enjoyed a weenie roast — presumably to demonstrate that they were made of sterner stuff than those further back in the boat. When and if you and the modern crop of bowmen decide to repeat this stunt, be advised that we require photographic proof.

↑↓TRIPLE WATERSPOUT IS "MOSTLY FAKE"

Sorry, severe weather fans, but the photo of what was supposedly three waterspouts, as run in *Lectronic Latitude*, has been doctored. The eerie phenomenon depicted below did not occur. I confirmed this with Bill Read, Meteorologist-in-Charge at the Houston/Galveston office of the National Weather Service, who says the image is "mostly fake".



This "mostly fake" photo fooled us, but not the experts.

Although the doctored photo began circulating by email in early October 2002, just before hurricane Lili bore down on the Louisiana coastline, in reality the image has no connection with that storm. The original, undoctored photo, which featured only one massive waterspout looming in the distance, was snapped in June 2001 in the Gulf of Mexico by a crewmember of the Edison Chouest Off-shore supply boat C-Rambler.

The photo — or an almost identical shot from the same roll — was first published in the Fall 2001 issue of *Supply Lines*, a corporate newsletter. While it's not unheard of to spot multiple waterspouts or tornadoes in the same general vicinity, another meteorologist explained that the supposed triple waterspout photo struck some scientists as suspicious from the outset because it would be very unusual to see three waterspouts so large emerging so close together — under even the most extreme weather conditions. By the time I contacted them, the National Weather Service employees had already determined it was a hoax.

Scott Keck
Ranger 23, Chaos
San Francisco Bay

Scott — Damn that Photoshop! As with the atom, the power of digital imaging can be used for both good and evil. The photo is indeed a fake, as Miles Barkman directed us to the original at www.snopes.com/photos/lili.htm.

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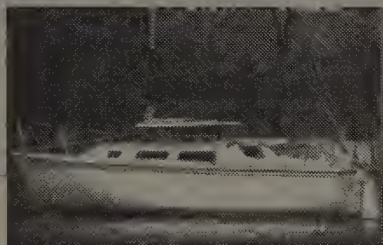
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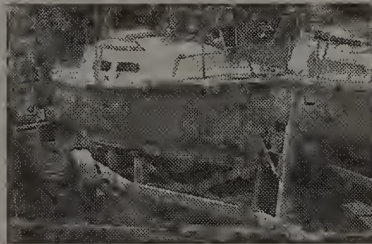


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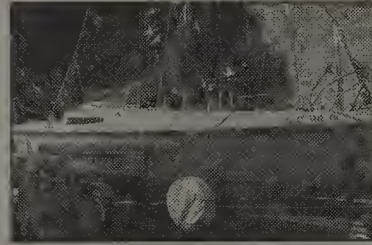
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LETTERS

↑↓WOULD YOU BELIEVE TWO WATERSPOUTS?

The photo of the three waterspouts in the October 4 *Electronic Latitude* reminded us that on our way from Los Muertos to Mazatlan following the Ha-Ha last November, we saw two waterspouts just to the north of us. William and Charlotte Johnson, who were also in the Ha-Ha aboard the C&C 39 *Camano*, were also there to see it. Our radar indicated the waterspouts were about eight miles away, and we were able to track their parallel course. It was only blowing 10-12 knots with calm seas where we were, but we were still pretty nervous. We tried to get a photo, but nothing came out.

Donald & Mary Lou Oliver
Cappuccino, Ericson 38
San Ramon

↑↓SHOULD CHILDREN WEAR PFDs BELOWDECKs?

I'm involved in a custody dispute over time with my 3.5-year-old daughter. Her mom wants to be assured that our little girl would be safe without a lifejacket while belowdecks on my Cheoy Lee Lion while at the dock. The parent counselor we see also asked for verification that this would be safe.

I always put a weight appropriate vest on my daughter before entering the marina, and do not remove it until we're in the cabin. I would never leave my daughter unsupervised on deck or be underway without her wearing one. I once saw a young child fall in to the bottom of a swimming pool — to be immediately scooped up by her uncle, and delivered directly into her mother's arms without her knowing what had happened, thank goodness — so needless to say, I'm extremely diligent about safety around our marina.

Is there an official source or highly regarded voice that might give a definitive word that it would be safe for my daughter not to wear a lifejacket belowdecks? I would be grateful for any leads — and so would my daughter, who loves going down to the boat as much as I do.

Tony Solari
Northern California

Tony — You didn't indicate whether your wife is legitimately concerned with your daughter's safety or if she's just trying to make your life as unpleasant as possible. If it's the former, we'd suggest that she, you, and the parent counselor arrange a meeting with a female member of the Coast Guard Auxiliary or Power Squadron to discuss the matter. If it's the latter, get ready for bigger problems than PFDs.

The parents here at Latitude have different policies regarding the wearing of PFDs down below. One of our female staffers does not require that her son wear a lifejacket while below, no matter if at the dock or underway. On the other hand, one of our male staffers requires that his daughters wear lifejackets at all times when on the boat. He believes that it's easier leaving the PFDs on than having to keep putting them on and taking them off. Naturally, there are lots of grey areas. Some children are very cautious, some are reckless. Then there's the question of at what age they shouldn't have to wear a PFD down below. We're not sure there is a cookie cutter solution.

By the way, we were divorced when our children were six and four. Divorce is never good for kids, of course, but we made the best of it for them by never having a significant battle over custody. We sincerely hope that you and your daughter are as fortunate. To that end, we recommend that you go overboard — pardon the pun — trying to work things out with the mother.



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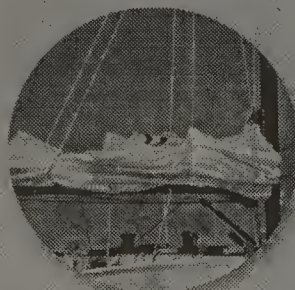
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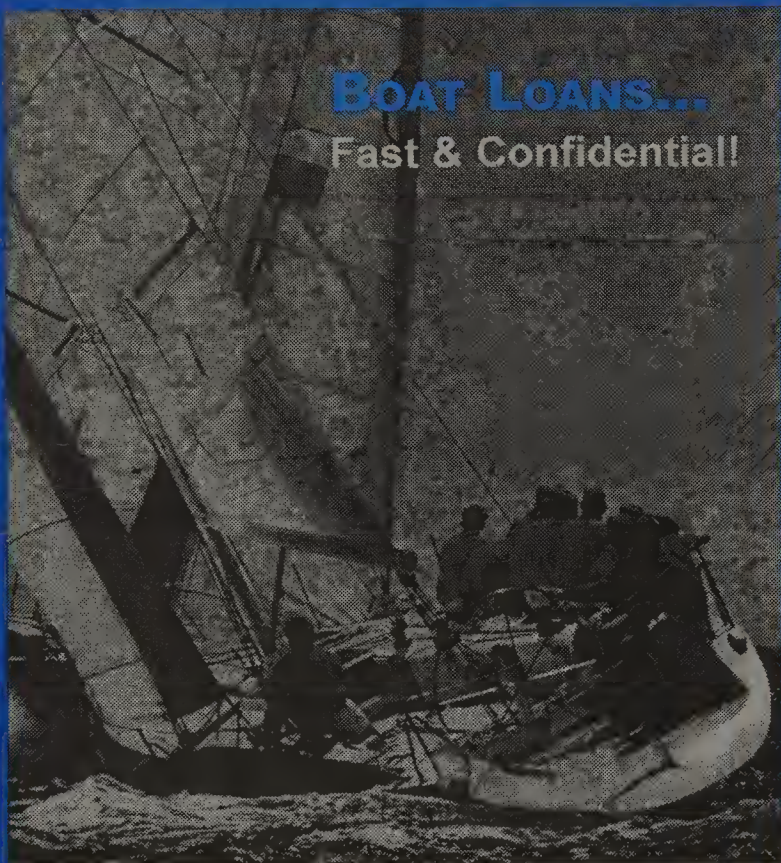
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LETTERS

⇅ MENAGE A TROIS ON THE HIGH SEAS

I'm not a Burt Reynolds fan, but I am a fan of unusual 'first of a kind' movies — so I have a VHS copy of *Lucky Lady*, the movie that the Kettel family is looking for. If they still want a copy, they can email me at pattidaum@yahoo.com. If memory serves me, the movie was banned in a few places because of the threesome's scenes in bed and in a bubblebath, featuring Lisa, Burt and Gene Hackman. I also recall that *Lucky Lady* looked really good under sail.

As for myself, I'd like to find an unedited copy of *Captain Ron* — the one with the complete shower scene.

I've always wanted to thank *Latitude* for publishing a photo that Pepe of *Melissa* took of me after I won the bikini contest at Sea of Cortez Sailing Week in '96. The real kick was showing it to my then 23-year-old daughter — and having her male friends ask for autographed copies!

Patti Daum
San Diego

⇅ SHOULD WE HAVE KEPT THE DOG?

Last month we signed the adoption papers for a St. Bernard/Lab puppy from the Hopalong Animal Rescue in Oakland. Before we did — and became tied to the house with the new addition — we decided to take *Blarney*⁴ out to Clipper Cove for a last overnight. After a beautiful evening, we were getting ready to pull up anchor when Chris noticed a group of swimmers followed by a kayaker heading towards our boat to use it as a mark in a fun race. We waited until they had passed to pull up the hook, and watched them head toward a ketch farther out in the anchorage. As we were leaving, we noticed a Yellow Lab barking at the swimmers as they swam away from his boat. Then we watched in horror as the dog tried to jump in the water after them, and ended up being hung by the rope that kept him attached to the boat! We were screaming at the top of our lungs, but the owner wasn't on the boat.

Luckily, Gary, the kayaker, answered our screams. He came alongside our boat and we gave him a knife. By the time he was able to cut the dog loose, she was draped unconscious across his lap. The rope had worked like a noose, and Sandy, the poor dog, was seconds from death. Fortunately, she gradually came to as we towed the kayak over to the marina to try to find the owner. We found a friend of the dog's owner and reluctantly left Sandy with him. If it hadn't been for the fact that the ketch looked reasonably well maintained, we would have taken the dog home. After Gary had filled his swimmer friends in about the accident, he came back to check on Sandy. She knew who her hero was, because she licked his face to death!

I still regret not taking that dog home with us to our half acre backyard and our two boys who are now 12 and 14. She would lead a much better life than tied on a boat. If this story could help save one dog's life, maybe our nightmares would stop. Why do people have dogs on boats? And aren't there better ways to secure them, such as harnesses or PFDs?

Chris, Sheila, Patrick, and Thomas Maher
*Blarney*⁴
Alameda

⇅ SHOULD WE HAVE CATS ON OUR BOAT?

Is it all right to take cats sailing? In early October, we moved aboard our 36-foot *Aventura* with our two beloved cats. Neither cat had ever been on a boat before, and other than an unexpected overnighter on a neighbor's boat, there haven't been any problems. But what about taking the cats sailing?

I've read the book about the guy who sailed to Australia



Bruce Schwab's Wylie 60 *Ocean Planet*



Graham Dalton's Open 60 '*Hexagon*'

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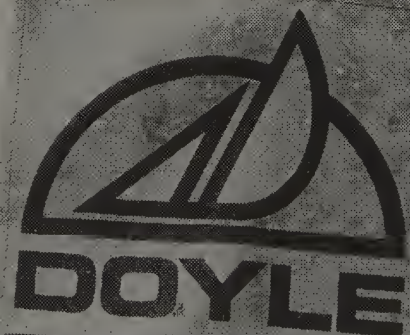
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LETTERS

with the little kitten who adored catching flying fish while sailing, even with the boat heeled way over. But that cat was practically born on deck, while ours are about 10 years old and accustomed to land. Nevertheless, they are spry, and have been moving around the boat well. We provide them with dry food, wet food, cream, private litter box, pillows, warmth, attention and love. We've seen some confused looks, but there's also been lots of purring and safe exploring. So far so good.

But what about taking the cats sailing? I'm very concerned about them feeling nauseous and being unable to tell us. We sail a lot and are now liveaboards, so this means basically their whole lives may be spent this way in some fashion. I cannot morally do something to an animal — particularly one I know and love — that would cause chronic discomfort. But how will I know? Can anyone who has taken cats sailing reassure me?

In addition, are there some extra safety measures we can take that we may not have thought of? Where are cats put down below when sailing? Do you place them in a bed of pillows and secure it all around, or let them run around the cabin and figure out for themselves how to get around without falling and such? Should food be withheld for a number of hours before sailing. Should cats ever be let on deck while underway? What if the cat falls overboard — which we know happens? Do cats become more used to sailing with time? Is there some clever way to mark your slip, boat or dock box to draw cats back, either by sight or smell, should they become disoriented? Do all the boats look the same to them, or do they come to smell or recognize their own? What about the lack of access to dirt and grass?

We welcome the editors' remarks, as well as e-mails from our fellow sailors at jerickson@jps.net.

Jennifer Erickson
Aventura
Marina Bay, Richmond

Jennifer — We've never had a cat aboard, so the only informed comment we can make is that many liveaboard and active cruising boats have been happy homes to cats. In fact, we're quite sure that cats are the most popular boat pet, in part because they are so nimble and self-sufficient. The only thing we don't know is if a minority of them simply aren't suited for the sailing life. Hopefully, we'll hear from our cat-owning readers.

↑↓CHARTERBOATS IN PUERTO VALLARTA

Any leads on bareboat or crewed charters aboard 24 to 30-foot sailboats in Puerto Vallarta over Christmas? All the ones we've seen so far run \$100/hour, which is beyond our budget. Is there anyone who keeps their boat in Puerto Vallarta who would be interested in trading hours on our Laguna 30 based in Gashouse Cove?

Phil Ritter
Gashouse Cove

Phil — We're sure there are some small boat cruisers in Puerto Vallarta who would be happy to take you sailing for less than \$100/hour, but they can't legally do so without a permit, which is difficult and expensive to get. There's nothing illegal, however, with trading time on your boat here for their boat there. It's a little late, but you might take out a Classy Classified to see if anyone would be interested in a trade. (In fact, we're just launching a new section in the Classies this month called "South of the Boarder.") By the way, thanks to

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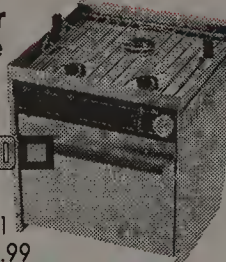


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LETTERS

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CRUISERS SHOULD OBEY CUSTOMS LAWS

As we have been longtime cruisers throughout the South Pacific, we have had the opportunity to see many changes take place here. Over the last seven years, we have been noticing a persistent increase in the restrictive laws governing travel by yacht to some of these lovely islands. Initially, we felt this was caused by land-based travelers either entering illegally or overstaying their visas. We're now convinced that we cruisers are really to blame. For example, while in Neiafu, Tonga, we had the chance to chat with a Dutch couple who had arrived four days earlier. As we sat together in the Mermaid Bar, they gleefully explained that they didn't check into Samoa, hadn't checked into Tonga — and didn't have any intention of doing so. Secondly, during the past three weeks as we've prepared to sail from Suva, Fiji, to New Zealand, we've watched the crews of three separate yachts break quarantine by going ashore previous to clearing. These cruisers were from Australia, Germany, and the United States.

What's going on? Would they support someone else coming into their countries and flaunting their immigration laws? This breaking of the rules must stop or all cruisers will pay the price. Obey the law!

Sean Cody
Oblío
Suva, Fiji

Sean — What would cruisers from Australia, Germany, and the United States think if people from other countries flaunted their immigration laws? Frankly, they'd think it was the norm — because it is in their home countries.

We don't condone ignoring the customs and immigration laws, but given the current nonsense in Mexico, where yachties have to throw money away and jump through hoops every time they move a few miles down the coast, and in French Polynesia, which refused to rectify their mistake that dramatically limited the amount of time cruisers could spend there, more cruisers than ever are looking at such laws with a jaundiced eye. As has been the case forever, bad laws make criminals out of good people.

THIRTY-ONE YEARS TO GET AROUND

In the October issue you wondered if anyone had done a circumnavigation that had taken more than 23 years. I think I may qualify for the record. I left Sausalito in 1965, intend-



LATITUDE / JR

'Viveka' flies across the Bay during the 2001 Master Mariners Race.

ing to go around the world. My first stop was Hawaii, where I needed to get some work done on my 75-ft schooner Viveka and to earn enough money to continue on. It took me a lot longer to get things together than I imagined, so I didn't leave

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LETTERS

to continue west until 1989. It took me another seven years to complete the circumnavigation. When I arrived back in Sausalito in 1996, it was a 31-year circumnavigation. If one wanted to stretch things, I sailed to Acapulco aboard *Viveka* in 1959 and didn't return there with her until 1995, so that would make a 36-year circumnavigation.

I assume that Mr. Healy, who has been at it for 23 years, also stopped for lengthy periods of time, for it doesn't take that long to go around.

By the way, my *Viveka* is the oldest boat to receive a *Latitude* Circumnavigation Certificate. She was built in 1930 — which makes her 72 years old — and is still going strong.

Capt. Merl Petersen
President of the Pacific Ocean

↑↓MAYDAY HOAXES AND THE NEW LAW

In October 2001, the California Association of Harbor Masters & Port Captains, Inc. (CAHMPC) appointed Jay Elder, Harbor Master at Port San Luis, and Marty Kasules, Harbor Master, Orange County Harbors, to look at the State law on hoax distress calls as they related to marine environment. Elder and Kasules found that there were no state marine related laws addressing the marine distress call hoax. They drafted bill language that fixed the matter, and then got Senator Jack O'Connell (D-San Luis Obispo) to sponsor it (SB 2057). The new language amends the State Penal Code Section § 148.3 to add marine related language — i.e. vessels and aircraft — with regard to distress calls. Governor Gray Davis signed the law on September 13, 2002.

Back in December of 2001, *Latitude* ran an article describing how hoax distress calls that diverted emergency resources away from real marine distress calls put sailors in danger. The CAHMPC worked hard to get this law on the books. We are glad to report that the State now has a law that local authorities can use to go after these marine related hoaxes. We appreciate *Latitude's* permission in using your recent articles in our efforts to get this law passed.

Jay Elder
Board Member CAHMPC
Avila Beach/San Luis Obispo

Jay — We're delighted to have played a small part in getting that legislation on the books.

↑↓LOST DINGHY

Our painter broke on Labor Day, and we lost our 11' Zodiac with a 15 hp Evinrude somewhere between the Richmond Bridge and Raccoon Strait. If anyone found it, please contact me at jack.mahoney@gartner.com or by cell at (415) 271-8393. Thank you.

Jack Mahoney
Dinghyless

↑↓PUT THE BEERS DOWN AND LOOK SMART

Over the summer I've noticed that the Coast Guard maintain a secure perimeter around the cruise ships as they disembark from Pier 35 in San Francisco. I enjoy watching the spectacle from my slip at Pier 39. Yesterday, a ship left on a cruise from San Francisco to Australia via Hawaii, Tahiti, and New Zealand. The passengers were on deck in their tuxedos and gowns. It was beautiful.

Part of the spectacle is a little scary, though. Every time a ship leaves on the weekend, the Coasties have to holler at and chase down several boats whose skippers clearly seem to be out of it. The skippers seem not to notice that:

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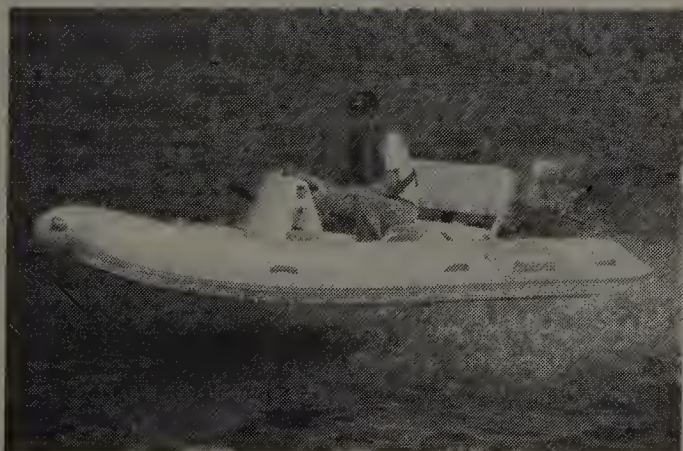
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*"I wanna glue it
away but my wife
won't let me."*

Pete Van Inwegen,
Owner/Manager

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LETTERS

1) A large Coast Guard vessel is stopped right in front of them.

2) The Coast Guard vessel is yelling, with an extremely loud bullhorn, for them to keep away.

3) There is an enormous ship backing out toward them.

None of these skippers were boarded or cited, so they went on their merry way without a clue of what almost happened to them.

It seems fair to ask that skippers keep some kind of a watch out and learn to see that the big white boats with the pretty orange stripes are not just out there for fun. If anything, skippers should learn to identify Coasties so they'll know when to put their beer down and look smart.

Fred Sharples
Ballena
San Francisco

BEER CANS AND BILL LEE IN NEWPORT IN '59

Latitude asked for memories of the origin of early beer can racing. In Southern California, the first beer can races began in Newport Harbor in 1959, when Jack Baillie's engineless 10 Meter *Hilaria* took on Eben Sprague's masthead 8 Meter *Cherrio II* for bragging rights as "the fastest boat on the bay". It wasn't long before other boats joined in the informal, no-holds-barred, Thursday night race that toured Newport Har-



The Beer Can racing tradition is still strong in Newport Harbor.

bor. The only rule was no spinnakers, which meant all sorts of creative downwind sails blossomed at the windward turning mark up the North Lido Channel.

By 1962, Balboa YC had adopted the Beer Can Race as its own, and provided a starting line, clubhouse finish line, and trophies. The popularity of this early beer can series meant that 50-75 boats of diverse pedigree regularly turned out — with more than a few sporting smoking BBQ's and sizzling steaks on the downwind run.

A regular competitor in those early beer can days was Bill Lee — who started Santa Cruz Yachts and was responsible for *Merlin* and a legion of ultralight sleds — and a crew of Sea Scouts sailing a converted lifeboat. This lifeboat was intended to be dropped from a B-17 to downed flyers, and was designed by Uffa Fox to be light and strong. In its original form, it was equipped with motors and sails, hence a daggerboard slot was already there. Bill Lee and crew put a larger sail plan on their lifeboat and had a grand time — actually winning one of the five race beer can series. They were invited up to the Balboa YC stage to accept their trophy, but not being of age, were served milk instead of beer.

Skip Allan
Capitola YC Historian

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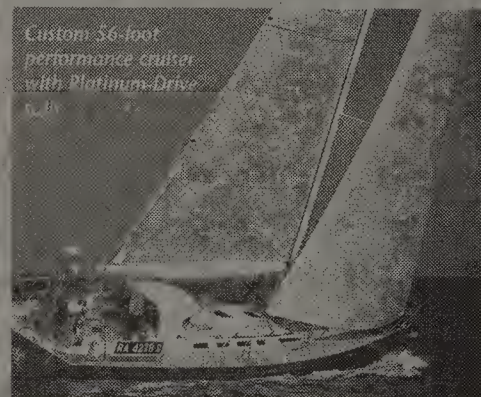
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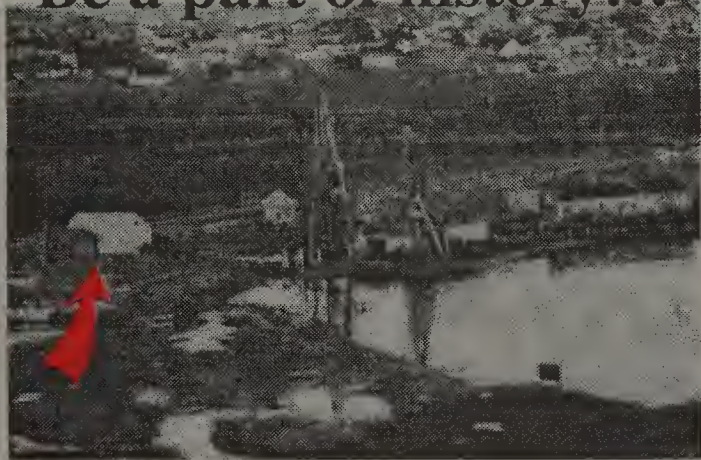
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LETTERS

↑↓ BEER CANS IN NEWPORT IN THE '50S

In the October issue you mentioned that you were interested in the origins of beer can racing. I'm not sure of the very beginnings, but I can report that in the '50s a group of us sailors started evening races after work that we called Beer Can Races. The first few boats were Fred Rice with *Vixen*, Oran Wade with *Ferns Delight*, Dick Stewart with *Dancer*, and Warren Blinn with *Dasher*. All were within a foot or so of being 30-footers, and had been designed by Bill Lapworth and built by Carl Chapman in Costa Mesa. We used the races to see how our boats compared to the others. As time went on, other boats joined in the fun, and they became very enjoyable Thursday evenings. After some back surgery I turned to power boating. I recently acquired a Pearson Vanguard to try sailing again, but found that I'm too old for it. So now I'm back to powerboating on the Bay and along the coast.

I can't tell you how much I enjoy *Latitude*, which keeps me up on all the sailing news and fills that void left in my time on the ocean.

Warren Blinn
Felicity
Vallejo

Warren — Thanks for the bit of history — and the kind words.

↑↓ BEER CANS IN NEWPORT IN THE LATE '40S

I checked with my 87-year-old dad, who started sailing 'beer can' races out of Balboa YC around 1950. In fact, that's where he started sailing. At that time, his understanding is that the 'Wet Wednesday' races had "been around forever."

My dad sailed aboard Alex Irving's self-designed and built 41-ft sloop *Sparkle* on beer can and other races well into the '50s and even '60s. Dad recalls a pretty consistent 30-40 boats participating in beer can races in those days, including Humphrey Bogart's *Santana*. Bogie was a big celebrity at the time, but never acted like it. He always rubbed elbows with other racers at the bar afterward.

Sparkle had actually been sailing beer cans for several years before dad came on board, pushing beer cans back to the mid-'40s. *Sparkle* also sailed the beer can races out of the old L.A. Yacht Club those same years.

Irving, a fellow engineer at Jet Propulsion Lab in Pasadena, designed *Sparkle* after a New Bedford whaleboat. She was long, slender, double-ended — and fast. Even with the old, baggy, patched-up sails. Dad recalls one night of light air when they were ghosting past all the hot boats where guys were working frantically to adjust their sails. You know how sound carries sometimes. Well, as they passed one boat, the helmsman looked over and muttered, "Jeeesus Christ. I'd hate to see what that boat could do with new sails."

"I have great memories of those days," my dad says. "The beer cans were an awful lot of fun."

Incidentally, *Sparkle* was recently bought and restored by a guy up in Puget Sound. He contacted Alex, and Alex and his old crew — almost all of whom are in their 70s and 80s and still kicking — went up and sailed a race this past summer. My dad was unable to go, as he was having medical problems at the time.

Name Withheld
Lake Isabella

↑↓ REALIZING HOW LITTLE I NEEDED TO BE HAPPY

Life wasn't so good for me back in 1993, so I singlehanded my Columbia 30 *Frolic* to Cabo San Lucas. While on that trip,



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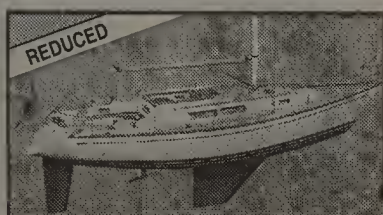
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* 1983 Malö 38	\$119,000

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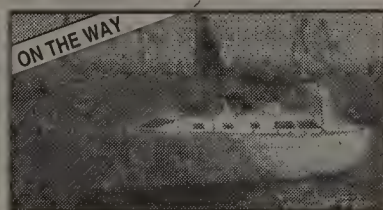
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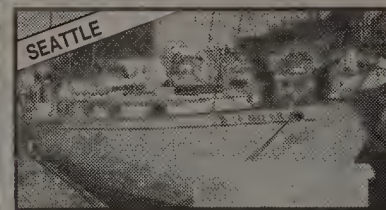
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1983 Wauquiez Hood 38
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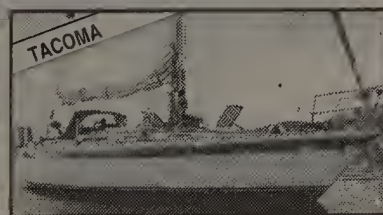
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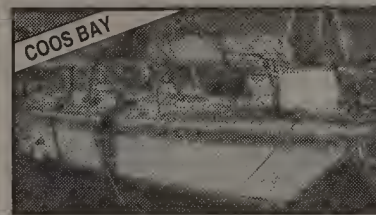
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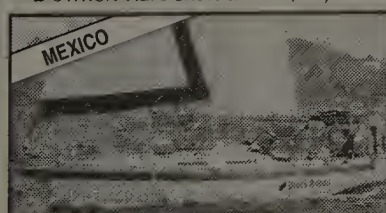
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1982 Wauquiez 35 Owner spent
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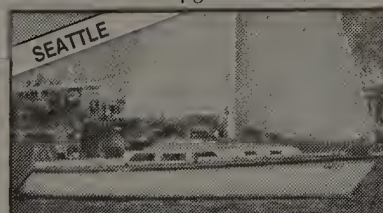
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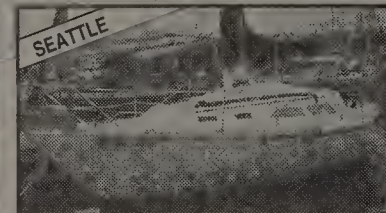
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LETTERS

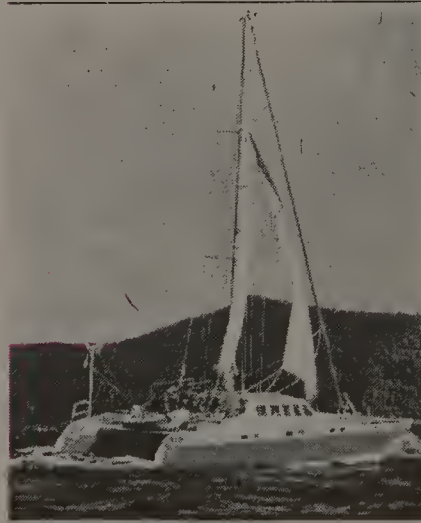
I learned a lot about myself and about the capabilities of a good boat. By the time I singlehanded most of the way back to San Francisco, I realized how very little I needed to be happy.

Almost all cruisers, I learned, are very kind and helpful. We help each other because we never know when we're going to be the ones needing help. To all of those who have given me a gentle hand during my sailing adventures, I say 'thanks'. I also want to thank *Latitude*. I once sent you a Christmas card from Mexico titled *Dreaming Of A White Christmas*, which featured a photo of me leaning naked over the bow watching the waves roll by. I was thanking you for helping me end up in that situation.

It's now 2002, and I'm putting *Frolic* up for sale as part of my moving on to another chapter of my life. As part of getting her ready to sell, I've had some canvas work done — and would like to compliment the folks at North Beach Canvas. They not only did a good job, they did some additional stuff at no charge.

Just because I'm getting ready to sell *Frolic* doesn't mean that I'm getting out of sailing. In fact, a few months back I found myself intrigued by a cold-molded Simpson 47 catamaran located in St. Maarten. I didn't know much about cats, but thought the price was so good that something had to be

wrong. Bay Island Yachts has an office in Alameda as well as St. Maarten, so I worked with Neil Reilly at the former and Jerry and Heather at the latter. They were all likeable and knowledgeable, and when the deal was about to fall apart, they managed to hold it together in a very businesslike way.



The Simpson 47 cat.

I was a little concerned about buying a foreign-flagged vessel, but the Bay Island folks showed me that it was simple — as long as the previous owner's name is deleted

from the title before he gets all the money. The broker takes care of this. When it came time to register the boat in California, it cost only \$50 — and once I got to the window, it only took 10 minutes. Since my new-to-me cat is in the Caribbean and won't be coming back to California within three months, I don't owe any sales tax.

I also want to thank Rob and Petra of St. Maarten Sails for their kindness. After agreeing to purchase the cat in May, I left her in St. Maarten, while Rob and Petra restitched the UV strips on both headsails. When I returned in September, I put the repaired sails in my rental car and drove to the marina. Since I parked the car within 100 feet of the security guard, I figured I could leave them in the car overnight. They were gone, of course, when I returned the next morning.

My insurance company hasn't been any help, but once again I was given a gentle hand by those in the sailing industry. When I reported the loss to Rob so he could be on the lookout for anyone needing sails recut, he immediately called another loft to spread the word. Then he located a used sail for me. It was worn and needed some modification to fit my roller furler, but it was a headsail. When I picked the sail up a couple of days later and asked Rob what I owed, he just looked at me and told me to return the sail when I left. Natu-



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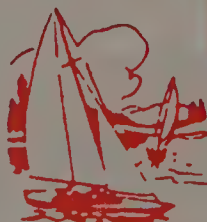
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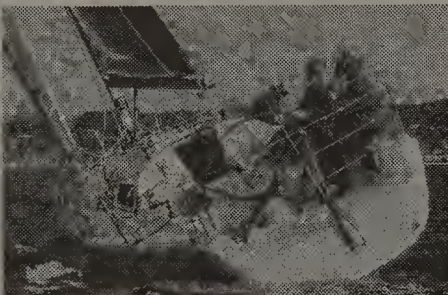


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Very well appointed down below!

"I've raced twice on the Sydney 32, and it's very quick, it will give the 35-footers a headache, particularly in light conditions. We are planning to race beer

cans, weekends and doublehanded. It's an easy boat to handle; my 19-year old daughter is looking forward to racing and cruising with her friends.

"Most boats in the 30-33 ft. range are Spartan to say the least, while the new Sydney 32 had 6'2" head room and is fitted out for family sailing, with galley, accommodations, storage and cabin area seen only on much bigger boats."

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LETTERS

rally, I recommend St. Maarten Sails — which also gave me a good quote to replace the two stolen headsails.

As I drove my fat cat out the narrow entrance to Simpson Lagoon and into the Caribbean Sea for the first time, I was nervous as hell. But once we got going, I knew my life would never be the same, as it's a big jump from a 30-ft monohull to a 47-ft cat. By the way, I've named her *Imagine* after the John Lennon song.

It was hard to leave my cat in St. Maarten, but I've still got responsibilities in the Bay Area. It will be even harder seeing Frolic's tiller in someone else's hand.

John Rodgers

Frolic, Columbia 30 / *Imagine*, Simpson 47
Emeryville / St. Maarten

John — Sometimes there's nothing like adversity to bring out the best in each of us. Congratulations on your new boat. If you're in St. Maarten over the holidays, be sure to sail over to St. Bart's for the New Year's Eve 'Parade' — which is really a fun race — around the island. We'll be happy to introduce you, and can assure you that your participation will be as welcome as that of the guy with the \$5 million yacht.

↑↓YOU MIGHT CHANGE YOUR TUNE

I read the response to John Rainey's call for a Ha-Ha boycott of Mexico, and find it interesting that you don't believe that such a thing would have much of an impact on the way Mexico views its clearing procedures and fees.

I think that if the port captain's found a way to catch the Ha-Ha fleet, you might change your tune. For instance, currently you don't have to check in at Bahia Santa Maria. However, there is a man who acts as a port captain at Man 'O War Cove in Mag Bay — which is just a short walk over the sand dunes from Bahia Santa Maria. I wonder how you would react to a new ruling that all Ha-Ha boats would have to check in and out of there. Naturally, the minimum fee of \$15 each way would have to be paid, and the boats would have to spend an extra day there. Or perhaps the port captain might decide that all the boats would have to go to Man 'O War Cove for inspections. Would that make it kind of scary?

Howard Biolos
Nintai

Sailed The Sea Of Cortez For Four Years

Howard — Lauren Spindler, Honcho of the Ha-Ha, replies as follows:

"Why would it be 'scary'? The Ha-Ha fleet complies with Mexican law regarding checking in, so what would they 'catch' us doing? If port captains were installed at Turtle Bay and Bahia Santa Maria — something that could certainly happen — each boat might have to cough up an additional \$60. That might be annoying in principle, but if the expense were spread between the average crew of four, it would only be \$15 in the course of a two-week adventure. So it wouldn't be a 'make or break' deal for anyone. Furthermore, the fleet would also have the option of picking different places to stop in future years or not stop at all. Of all the 'what if' fears associated with a Ha-Ha, the one you raise is about the least of them."

Thank you, Lauren. As for the general concept of Mexican clearing procedures being a waste of time and money, it's true they are, but not to such a degree that they're deterring many cruisers from going to Mexico. So if there was a Ha-Ha boycott and 85 of the 100 boats went anyway, what's been accomplished other than cutting off one's nose to spite one's face? Furthermore, when dealing with Mexico, we personally feel

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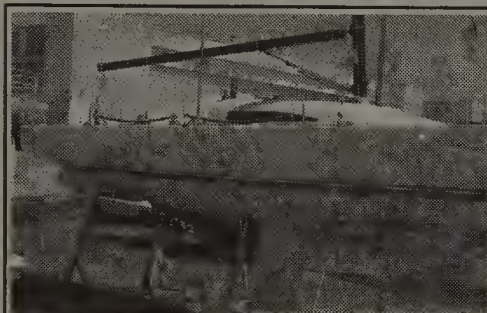
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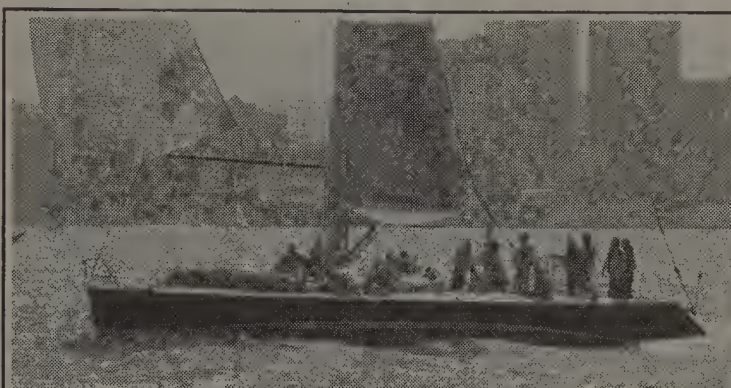
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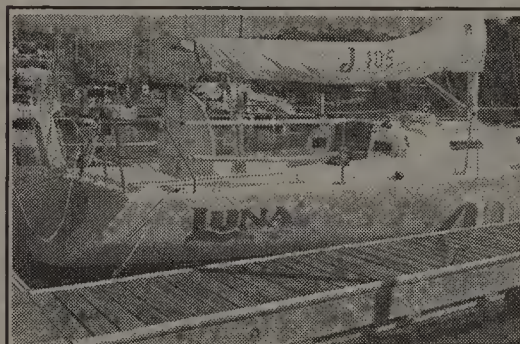
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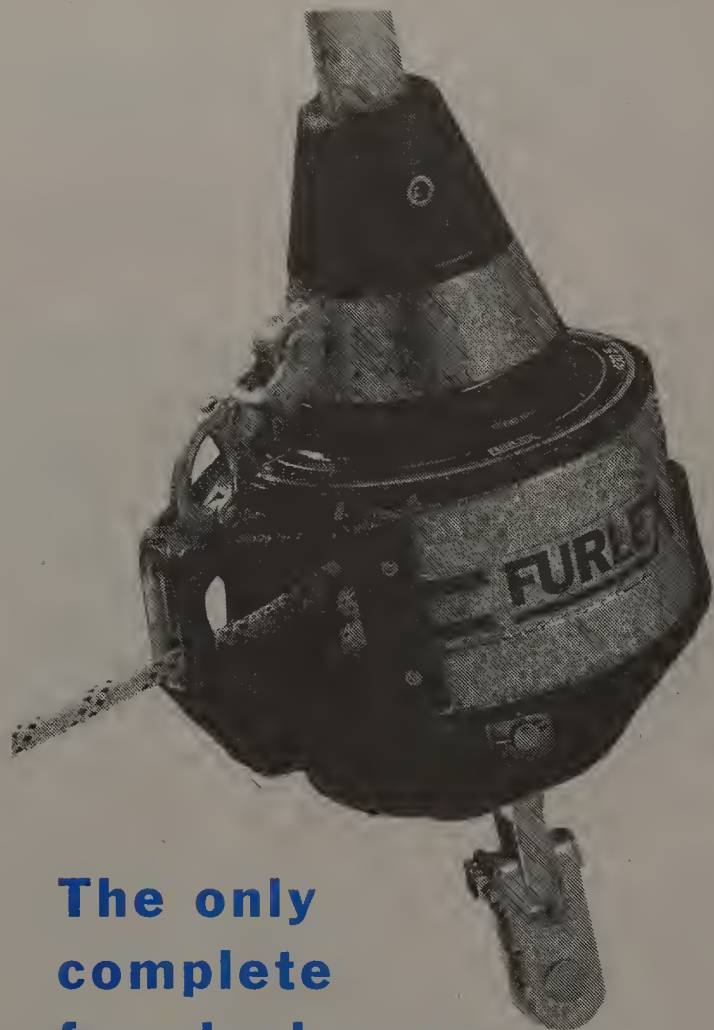
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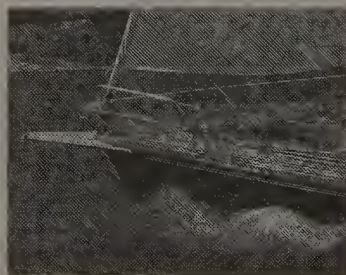


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that in the long run it's going to be more productive to work with them rather than confront them. And there is continuing pressure to change the procedures. In fact, before the start of the Ha-Ha, all the entrants will be asked to fill out a questionnaire to help promote a change.

By the way, while the clearing procedures aren't going to stop many cruisers from sailing to Mexico, it's certainly having an adverse affect on the amount of time current cruisers are spending there. More than a few folks who were going to spend two or three years in Mexico have spent only a year or two. We're trying to help Mexico wake up to this fact. It wouldn't hurt if departing cruisers wrote the Department of Tourism and told them they were leaving prematurely in part because of clearing procedures.

↑↓HE SHOULD BE CONGRATULATED

I don't know all the details about Richard Van Pham's dismasting and radio failures, but in *'Lectronic Latitude'* you wrote that his experience was "... also about less than stellar seamanship." That could be very unfair. All mishaps at sea are a result of 'less than stellar seamanship'. However, Van Pham's survival for 3.5 months at sea — through hurricane season — leads me to believe that it was a rare mix of stellar seamanship, pluckiness, and self-sufficiency which kept him alive. He should be congratulated!

Larry Freeman, Desk Skipper
Fairbanks, Alaska

Larry — In the beginning, we — like everyone else — were happy to believe Van Pham's tale of an impoverished but plucky immigrant who managed to survive for 3.5 months at sea after being dismasted. But as details were revealed, the story started to smell. For example, Van Pham claimed to have kept his boat in Long Beach's Shoreline Marina — but records show he was only there a couple of days. He also claimed that he never saw a single boat or plane after losing his mast between Long Beach and Catalina. Finally, there's the business of Van Pham having been charged with felonies in California, Texas, and Florida.

Based on medical reports and the condition of his Columbia 26 before the U.S. Navy scuttled her, we have no doubt that Van Pham spent a long time at sea involuntarily. But what he was doing out there is far from clear. We wouldn't be surprised if it didn't have something to do with his having spent six months in a coma after an auto accident — and perhaps no longer having all his faculties intact.

↑↓MY WIFE'S INTUITION CONTINUES TO AMAZE ME

I just thought Richard Van Pham was stupid and maybe a little crazy. Imagine setting out alone for Catalina in a poorly maintained boat without telling anyone. And not even having a cell phone. But my wife — whose intuition for what is really behind someone's behavior continues to amaze me — had suspected all along that Van Pham did not want to be found because he was carrying drugs or some other contraband. I am beginning to think she is correct.

Ron Sherwin
Northern California

↑↓LIKE ON THE NIMITZ FREEWAY DURING RUSH HOUR

I find it curious that Richard Van Pham was able to drift through the Gulf of Santa Catalina in June without spotting another boat or plane. That would be like breaking down on the Nimitz Freeway during rush hour and not being able to see another car. Van Pham also claimed that he was dismasted

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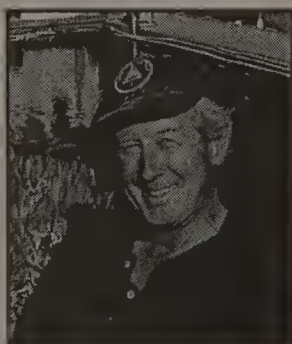
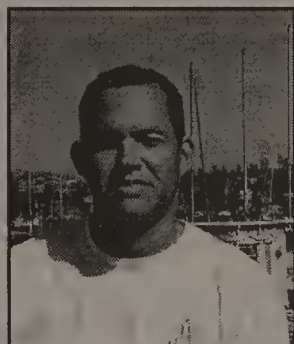


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LETTERS

in a storm sometime in the beginning of June. Storms aren't normal there that time of year.

David Cahak
 Northern California

David — Having made 12 trips between Long Beach/Newport and Catalina this year, we think it's preposterous to suggest that a dismasted boat would not have been seen by numerous other vessels. Particularly when the prevailing winds would have pushed the boat back toward the coast.

On the other hand, we don't doubt the dismasting. It can blow in the 20s off Long Beach in the summer, and we saw the low 20s at Catalina in a few places where the wind rushed down the valleys. To some folks, 20 knots of wind is a storm, and to an old mast with fatigued fittings, it could be enough to cause failure.

↑↓HE COULDN'T EVEN MAKE IT INTO THE FAIRWAY

Late one afternoon in June of this year, we saw Richard Van Pham try to singlehand his boat into the Isthmus at Catalina. There was a breeze on, but the jib was flapping away on his piece of crap boat. He couldn't even make it to the fairway, so the Harbor Patrol came by to offer him assistance. He waved them off, but eventually gave up on getting to the Isthmus and sailed off. We thought all kinds of things at the time, such as, 'What the heck was that?' and 'Some people have no business out here.'

Steve Brown
 Southern California

Steve — We disagree that the Columbia 26 MK I is a "piece of shit". She might look outdated — as many 40-year-old boats do — but she managed several thousand ocean miles without a mast.

↑↓VAN PHAM SAID HE SAILED TO SOUTH AMERICA

I've been in and out of Long Beach's Shoreline Marina quite a bit since I brought my trimaran *Migration* back from Mexico last November. I met Richard Van Pham there sometime in May or June, as he stopped by my boat and we talked for about half an hour.

He was a very interesting guy who told me that he'd sailed to Central and South America. He said that he only stopped once or twice in Mexico on his way back. I have to admit that I wasn't completely convinced by his story — especially given the condition of his boat. I figured he was another of those interesting characters who you meet on the docks. However, he was clearly someone who was comfortable on his little boat, and who needed few amenities. Nonetheless, I wasn't surprised by his story in the papers — both that his boat was dismasted and that he survived.

Bruce Balan
Migration
 Long Beach

Bruce — We're extremely skeptical of Van Pham's claim that he sailed to Chile and back in six months, and that he made only two stops in Mexico on his way north. We're not saying it can't be done, only that it can't be done by a guy who can't sail into the fairway at Catalina. Until he can produce a couple of photos or documents of his boat being in Chile, we'll have our doubts.

↑↓A 26, NOT A 24

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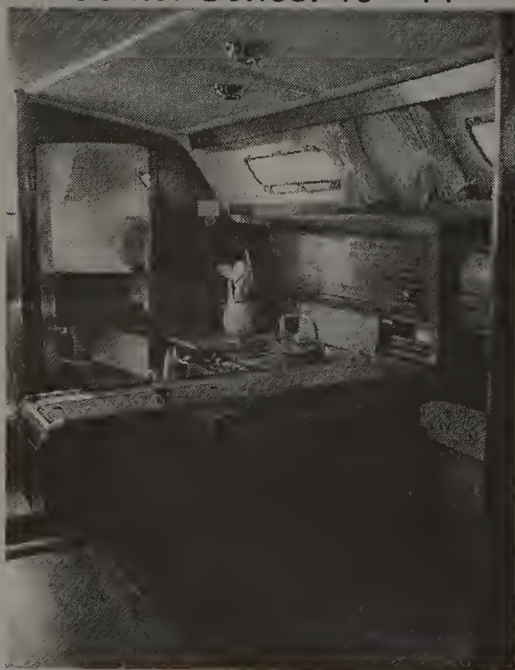


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LETTERS

This Was The Real Thing item about Richard Van Pham in *'Lectronic Latitude*. Yes, his boat looked a lot like a Columbia 24 as you said, but that's because she was an early example of the Columbia 26 Mark I, which was created by stretching the Columbia 24's cabin two feet. This allowed the larger boat to have an 'enclosed head' and hanging locker. The giveaway is that the Columbia 24 had only one small port on either side of the forward part of the cabin, whereas the 26 had two.

Eric White

Columbia 40 #10, *Pelago*

Former owner Columbia 24 #157, *Binary*

Eric — Since you are something of a keeper of the flame for Columbia Yachts, we presume you're aware that Vince Valdez, son of Dick Valdez, who made Columbia one of the biggest names in sailing in the late '60s, has revived the Columbia brand. Their first offering is a 30-ft monohull sportboat — designed by multihull experts Morrelli & Melvin!

WHAT ABOUT GOING BAREFOOT?

I'm considering putting my St. Francis 44 catamaran into the Barefoot Yacht Charter fleet in St. Vincent. Has anyone had experience with them? The contract requests that Barefoot get two weeks of free use of my boat, which doesn't sound fair to me. What do other charter boat owners feel about this?

Tara White

Santa Cruz

DOING IT RIVIERA STYLE

I'm just back from a trip to Cannes, France, and Monaco. While at the latter, we were astounded to see that the tiny principality has decided to take a page from Holland's operating manual by building not just a bigger harbor, but more Monaco as well. The attached photo shows a substantial landfill project going on at the inland side of Monaco Harbor adjacent to the glamorous harbor-side public *piscine*, which is a saltwater swimming pool. The tremendous landfill project is possible for two reasons:

1) Monaco land prices make even San Francisco's Pacific Heights seem as though it has WalMart prices. So creating new land is a reasonable option.

FLOATING BREAKWATER

The high tech breakwater for Monaco's new harbor project.



The high tech breakwater for Monaco's new harbor project.

2) Monaco is extending its harbor in a big way. I'd have to guess it will double the area inside the harbor as well as provide greater protection from the open Med. This is a good thing because while Monaco is a pleasure harbor, you can easily literally lose a 100-foot yacht among the usual forest of just-polished-this-morning megayachts of 200 to 350 feet.

After I returned home, I learned that the 160,000 ton 'breakwater' not only floats in 179 feet of water, but has a huge ball and socket joint — sort of like how your arm attaches to your shoulder — to keep it attached to land. Furthermore, the inside of the flexible breakwater will be a mul-

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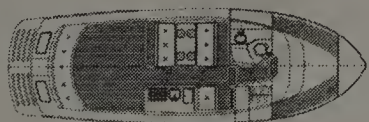


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Avalon 38 also lies in the fact that — thanks to Australian boat building costs and a favorable exchange rate — her base price starts well under three hundred thousand dollars.



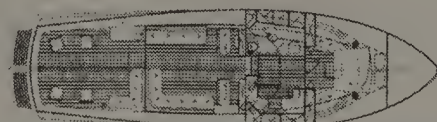
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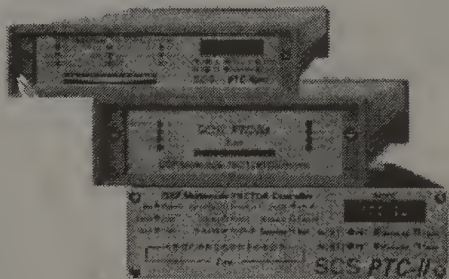
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LETTERS

tistory parking lot. Check out <http://www.construction.com/NewsCenter/Headlines/ENR/20020603c.jsp> to get a better idea of what they're doing. The huge floating breakwater explains the presence of the world's largest floating crane — which appeared to be about 500 feet x 100 feet — and probably could have slung Spiros Niarchos' 350-ft foot megayacht *Atalantis II* around as though it were a dinghy in stern davits.

By the way, we were welcomed with open arms by the Monaco YC, whose hospitality to pretentiousness ratio could show a few clubs in the Bay Area a thing or two. Skimming the reception book as we signed in, we noted that about half the visitors this summer have been from California — most from Northern California. This would suggest that Californian sailors have a lot of time on their hands or are simply unemployed. At any rate, we enjoyed the fabulous lunch buffet and *plat du jour* for \$25 — which was a bargain compared to prices in nearby Cannes. We later found that we could dine on a huge pizza with all the toppings along the harborside for just \$7, and get a *pichet* or pitcher of wine for another \$5. At this rate I'd be ready to move my boat to Monaco — except I'm afraid that I'd never be able to find it among the megayachts.

Tim Dick
Sausalito / Hawaii

Tim — The breakwater project underway in Monaco is an engineering and construction tour de force. Folks with access to a computer should really check out the website noted above.

We've been to Monaco a number of times and have always enjoyed ourselves in a decidedly thrifty way. While it's not cheap there, we agree that it's neither as pretentious or expensive as most would expect. It's been eight years, of course, but when we were there with Big O a Med-tie was less than \$1/foot.

↑↓ RULES AND REGS FOR KEEPING A BOAT IN THE MED

We just returned from spending two months on our boat in Spain, and read the August letter from Jack and Patricia Tyler asking for info about the regulations for keeping a boat in the Med.

My wife and I sailed *Geronimo*, our Olympic 48, to Spain in



LATITUDE / RICHARD

Portofino, Italy. There's no problem with bringing your boat to the Med — and leaving it there.

1985, and have kept her in Spain or France ever since. We leave her on the hard other than the two or three months we sail her in the Med. We have cruised to almost all of the popular places in the Western Med, including the Balearics, Corsica, Sar-dinia, the Riviera, Costa Brava, Costa del Sol, etc. Maybe our experience with the regulations and the authorities will be of help.

In short, we have had no bad experiences — or even direct contact — with the authorities in the 17 years we've left our

Grab hold & enjoy the ride!

*“SetSail-MaxSea has
made our cruising
more fun while significantly
reducing our workload.
It is truly remarkable!”*

Steve Dashew

At SetSail.com we don't settle for second best, a cranky boat, or inferior tools. We've always believed the most important thing is to avoid the mundane and really live by getting out there and doing it!

Our books, videos and web site are designed to empower people with the know-how and skills to confidently be able to do exactly that.

Every once in a while a tool or technology comes along that makes cruising even more enjoyable, safer and easier. SetSail-MaxSea is just such a technology. It combines weather, navigation, routing and performance into one comprehensive, easy-to-use tool that is just as effective at home (for learning, planning & dreaming) as it is at sea.

Regardless of what you may think about navigation and weather software, you owe it to yourself to experience this remarkable system. SetSail-MaxSea will significantly increase your safety, comfort, and enjoyment, all at a remarkably low price – systems starting at \$169.

Sound too good to be true? Here are just a few of the comments we've received from SetSail-MaxSea users around the world.

"It is more powerful than other software I have used; it provides better chart operation, and much easier weather and Gulf Stream info." Chuck

"Absolutely stunning." Daniel

"I would strongly recommend MaxSea over Nobeltech, Maptech, and for sure Chartview...Far better than I expected." Susan

"Great product!" Geoffrey

"Not only does one get excellent programs...but first-class support as well, which is not common aftermarket policy these days." Chris

"Truly extraordinary..." Zandy

"My head is spinning in disbelief that this can all be on a small boat! And NOT cost millions of dollars." Ed

"I think the user's manual is just fantastic." Ana

"The weather 'chopper' is the greatest thing since sliced bread!!!" Bill

"I'm amazed at the times that I take a two or three-day-old (weather) file, look at the prediction, and find it's accurate to within ten percent on speed and direction!" Ken

"This is way cool stuff!!! This Saturday I get to show four Nobeltec users why I made the investment in MaxSea..." Tom

"Great job with the manual. Best I have seen for a long time. I'm very satisfied". – Hans

"It is interesting that the weather movie shows what is coming, and that what it says is coming has proved to be more accurate than the local TV weatherman....Way cool indeed." Tom

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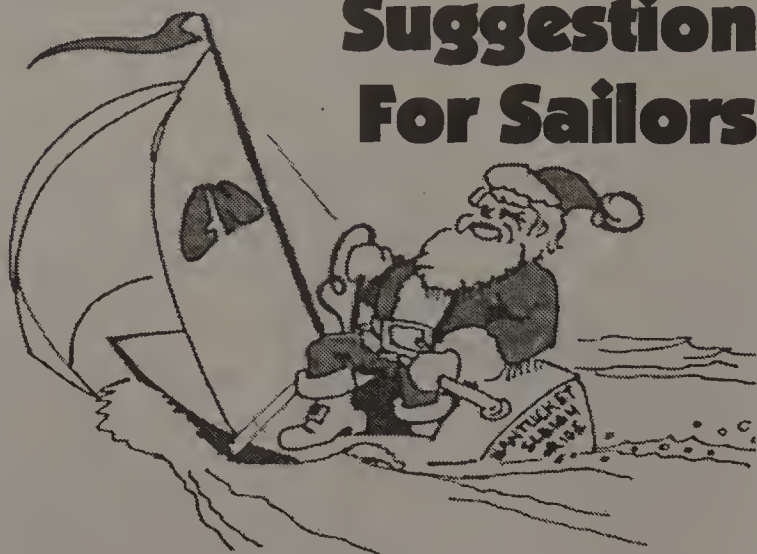
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Santa's Holiday Gift Suggestion For Sailors



Some people think they need to fly 3,000 miles to have a great family vacation and many of those fly to San Francisco!

You live here and can enjoy it anytime you want. Club Nautique provides access to one of the world's great vacation destinations, right in your backyard. It may be one of the most affordable and enjoyable family vacations you ever take... and you can take them regularly and with ease.

I don't know the reason more people don't think of this, but it must have something to do with the reason people like to buy water shipped all the way from France, or order Atlantic salmon (on the East Coast, the delicacy is Pacific Salmon!).

Club Nautique benefits from this with customers who spend lots of money flying from far away places to learn to sail or charter where there's plenty of wind and beautiful scenery. The reverse is also true and it seems a shame to live just minutes from the world's best sailing and not take advantage of it.

This year I recommend calling Club Nautique and giving a gift the whole family can enjoy together. The folks at the club will help you decide on a lesson package, charter, or membership which is perfect for you and all those on your holiday gift list.

Happy holidays!

Santa



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Southern California • 1-877-477-SAIL

www.clubnautique.net

LETTERS

boat there. We've relied on the guidance of the managers of the boatyards, who have told us that if we don't touch our boat for six months of each year, we're in compliance with the law.

As for importing boat parts, we bought a new Volvo engine in France, and had a new mast fabricated and shipped from Los Angeles to Barcelona, and didn't have to pay VAT or duty on either. The key to not being subject to VAT or duty is that our boat is classified as a 'vessel in transit' because we comply with the six-month rule. By the way, when our original mast was severely damaged by electrolysis, we found that we could get a new one fabricated by LeFiell in Los Angeles, and have it shipped to Europe for one-third the cost of a mast built in Europe! Conversely, our new 9 oz. DuPont dacron jib was made in Spain for less than half the cost of one made in the U.S. Once again, there was no duty or VAT.

Hopefully, this info will be of some use to Jack and Patricia. As for sailing in the Med, it really is as crazy as you hear because of the variable winds. Nonetheless, the cruising is great!

Incidentally, since the Tylers have a Pearson 424 in St. Pete, I would like to mention that my brother, Bob Teasley, also has a beautiful Pearson 424 — which he keeps at his home in Tierra Verde (near St. Pete). You two should do some buddyboating sometime, or at least get together and compare varnish jobs!

Len Teasley

Geronimo, Olympic 48

Los Altos / Pt. Richmond

IT'S A NEW CENTURY

In a recent *'Electronic Latitude*, you wrote,

"Frankly, we're a little miffed if anybody thinks we were trying to do a sexy cover [in the August issue], not because we have anything against sexy covers, but because they might think that was the best we could have done. And we can prove it. So if you're an attractive and fit young lady with an exhibitionist streak who would enjoy being sexy on the cover of *Latitude*, just give us a call. Because as Bonnie Raitt used to sing, 'we'll give 'em something to talk about'."

Please don't do this, as it's extremely demeaning to women. If you want to put female sailors on the cover, let it be because you're pulling together a great cover article on female sailors, highlighting their sailing skills as opposed to just exploiting their bodies. We're in the new century, please help put a stop to the sexual exploitation of women.

Suna Kneisley

Northern California

Suna — Thank you for your opinion. When we recently ran a photo of Marc Hachey wearing nothing but a *Latitude* bumper sticker over his butt, we didn't think it was demeaning to men. Nor do we feel we were exploiting men when we ran the photos of the guys in Vanuatu wearing nothing but penis sheaths, the banker halyard-swinging while buck-naked off the dock at Nassau, or the scores of similar shots. Maybe you're too sophisticated or too political to get a chuckle out of such photos of people having silly fun such as that, but we're not.

Women have all kinds of wonderful attributes, one of which is that some of them sometimes enjoy being a little sexy. It might have something to do with the perpetuation of the species. In any event, we feel that if a genuine woman sailor of her own free will decides that it would be a kick to be a little cheeky on a tasteful cover of *Latitude*, it's neither the end of the world nor even demeaning to women.

SUN ODYSSEY 43DS



ELEGANT CRUISING

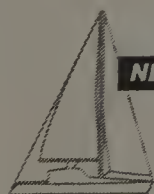
Every so often a boat comes along that is truly exceptional. The Jeanneau Sun Odyssey 43DS is such a boat. The concept behind the 43DS is simple: create a boat designed for its owner, a boat that is as enjoyable to live aboard, as it is to sail. The 43DS accomplishes all this and more. Below decks you are treated to a true owner's suite featuring queen-size centerline bed, private head and shower and plenty of room to get around. The main salon, with its raised coach roof and large windows, provides an abundance of ventilation and sunlight, making this boat bright, airy and comfortable. A second cabin forward with an additional head and shower allows your guests to enjoy your boat as much as you do.

The Jeanneau Sun Odyssey 43DS, designed and built for those of us looking for true elegance at an extremely affordable base price.



JEANNEAU

ANY SEASON. ANY SEA



54DS

NEW



52.2



45.2



43



43DS



40



40DS



37



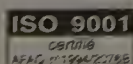
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NEW



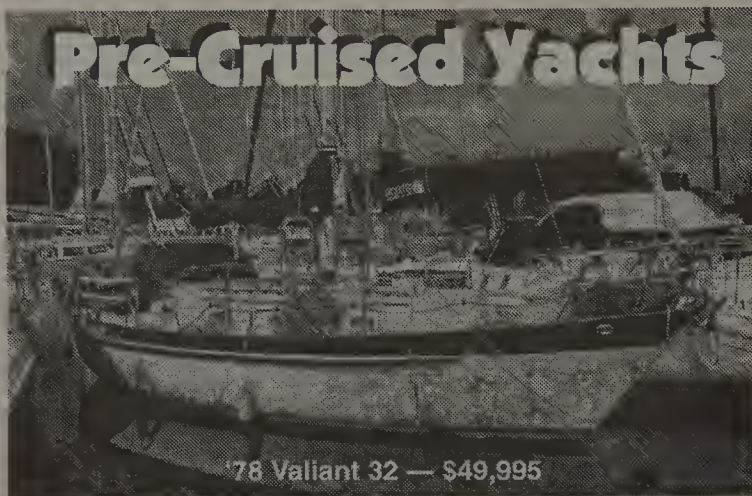
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NEW



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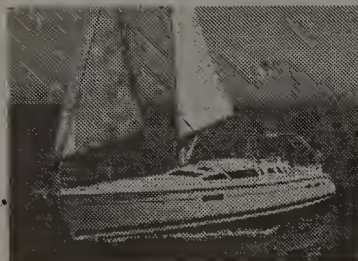
Pre-Cruised Yachts



'78 Valiant 32 — \$49,995



'00 Hunter 410 — \$159,990



'99 Hunter 410 — \$179,500



'99 Hunter 310 — \$69,500



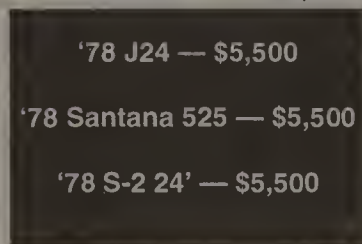
'01 Hunter 290 - \$78,000



'96 Hunter 280 — \$39,500



'85 Hunter 37 — \$44,900



'78 J24 — \$5,500

'78 Santana 525 — \$5,500

'78 S-2 24' — \$5,500



'99 Mainship 350-\$179,500

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LETTERS

For much of the last century, women believed if they wanted to be respected, they had to repress any inclination to be a little sexy. But if you listen to thoughtful opinion leaders of today's women — such as Alanis Morissette — they aren't buying such a grim and repressive outlook. In fact, they want it all — meaning respect as human beings as well as the freedom to be sexy. We're on the same page.

↑↓CHAMPION OF RESPECT AND FREEDOM FOR WOMEN

You're going to run a 'sexy sailor' cover in the February issue. Hell, that's when my wife Anastasia will be 98% through her pregnancy.

"Damn!" she says, "If I wasn't pregnant, I'd apply to be the model myself." She's 34, 6'2" and "just happens to be blonde." By the way, if there were ever a vigorous and outspoken champion of respect and freedom for women, it is she. But she says your project is "just fun enough for me to sign up."

Charles Beyor
Northern California

Charles — We appreciate Anastasia's bright outlook on life — and her faith that we'd create something that was as tasteful as it was fun. Right now, of course, the most important thing is that she have a happy and healthy pregnancy.

↑↓TOPLESS BOYS MAKE ME SMILE!

Just a short note to say that I really look forward to every issue of *Latitude*. I read it from cover to cover — especially in the winter while living in South Lake Tahoe. Fortunately, I manage to escape the snow a couple of times a month to race on the Bay.

Your August cover — the one with the couple on the cover, including the girl in the bikini — was fine. But I really enjoyed the September cover — the topless boys on the Hobie Cat, smiling for the camera while letting it all hang out, really made me smile! Keep up the great work that you do so well.

Christy Monohan
Windjammers YC
South Lake Tahoe

Christy — Making other people smile is what we love doing the most. So go ahead and enjoy the shot — as long as you recognize that those boys are not merely objects of your viewing pleasure, but real people with real emotions and feelings.

↑↓REFUGEES FROM EASTERN EUROPE?

The cover of the August issue was alienating to me as a sailor. I'm not the only one around the marina who is put off by your frequent displays of nearly naked women. Across the board, the women I've spoken with have felt ignored as readers, and the men just wish that you'd grow up.

I'm sure it's perfectly natural for ice cream servers on the Riviera to go topless, but what does it have to do with sailing? And why was her picture taken? Did anyone ever think of her? Maybe she's a refugee from Eastern Europe who has to do exactly as her boss says or be sent back. More flesh means more ice cream sales. Does more flesh mean more ad sales?

My impression is that women are part of the prize to you. Buy a boat and a half-naked woman comes with it. That's your problem. Mine is this: I want you to know you have female readers who don't think of themselves as appendages of their partner's boats, but who are sailors in their own right. You're suggesting that women should "loosen up" and be objectified. That's just not gonna fly. You need to get with the times and get a grip. Maybe a woman on your editorial staff

HUNTER PACKAGE MADNESS SALE

Get a new boat at used boat prices!

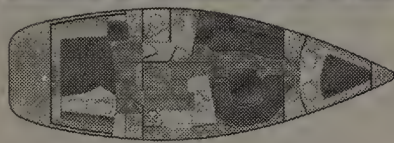


Hunter 306

Deluxe package includes: standard boat, freight to San Francisco Bay, commissioning, bottom paint, 18hp Yanmar diesel, USCG safety package, docking package, Kevlar® reinforced hull laminate, anodized B&R rig, heavy weather main & jib, roller furling jib, boom vang, single line reefing, mainsail cover, stainless steel arch, mainsheet traveler on arch, 4 self-tailing winches, Windex®, deep lead keel, propane stove w/ oven, VHF radio with masthead antenna, Raymarine Tridata (knot/depth/log), AM/FM/CD Stereo, bow & stern pulpits, stern rail seats, double lifelines w/ port & starboard gates, midship cleats, wheel steering w/ integrated console, compass, SS guard, folding cockpit table, drink holders, single-lever engine control, manual & electric bilge pumps, shore power w/ cord, varnished teak interior, varnished teak & holly cabin sole, 2 private staterooms, head w/ hot & cold shower, Corian® counter tops, chart table, icebox, convertible dinette, anodized B&R rig w/ struts, 2-tone non-skid deck, anchor well, midship cleats, opening ports & hatches with screens, hot & cold transom shower, walk-through transom w/ hinged helmsman's seat, swim platform w/ telescoping swim ladder, etc.

Sailaway price
Down payment:
Monthly payment:

\$71,950
\$1,358
\$564

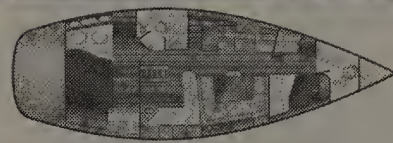


Hunter 380

Deluxe package includes: standard boat, freight to San Francisco Bay, commissioning, bottom paint, 40hp Yanmar diesel, USCG safety package, docking package, blister barrier coat, heavy weather main & jib, roller furling jib, in-mast mainsail furling, Selden B&R rig, stainless steel arch w/ Harken® mainsheet traveler, cockpit cushions, deep lead keel, electric anchor windlass in recessed bow locker, inverter, platinum interior cushions, fold-away occasional table for settee, refrigerator, freezer, solid boom vang, knotmeter, depthsounder, log, windpoint/speed, VHF radio w/ masthead antenna, 4 self-tailing winches, bow & stern pulpits, stern rail seats, double lifelines w/ gates, Dorade vents, opening ports & hatches w/ screens, 2 private staterooms, head w/ shower stall, hot & cold interior & transom showers, swim platform w/ ladder, walk-through transom w/ hinged helmsman's seat, Corian® counters, galley with 3 burner propane stove w/ oven, microwave oven, AM/FM/CD stereo w/ 4 speakers, high gloss convertible dinette table, chart table, cedar lined lockers, holding tank macerator pump, manual & electric bilge pumps, 2 tone non-skid deck, solar panel, tank gauges, dinnerware for 6, & much more.

Sailaway price
Down payment:
Monthly payment:

\$143,090
\$22,511
\$899

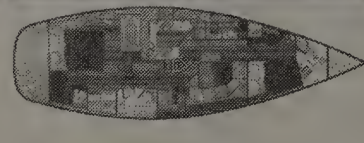
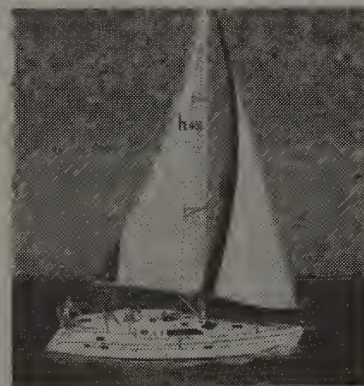


Hunter 410

Deluxe package includes: standard boat, freight to San Francisco Bay, commissioning, bottom paint, 56hp Yanmar diesel, 100 amp alternator, USCG safety package, docking package, blister barrier coat, heavy weather main & jib, roller furling jib, in-mast mainsail furling, Selden B&R rig, stainless steel arch w/ Harken® mainsheet traveler, cockpit cushions, deep lead keel, electric anchor windlass, inverter, "Oyster" leather interior cushions, refrigerator, freezer, solid boom vang, knotmeter, depthsounder, log, windpoint/speed, VHF radio w/ masthead antenna, Raymarine ST7000 autopilot, Raymarine GPS, TV/VCP & cabinet, 4 self-tailing winches, bow & stern pulpits, stern rail seats, double lifelines w/ gates, Dorade vents, opening ports & hatches w/ screens, 2 private staterooms, 7" innerspring mattress in master stateroom, head w/ shower stall, hot & cold showers, Corian® counters, 3 burner propane stove w/ oven, microwave oven, AM/FM/CD stereo w/ 4 speakers, high gloss convertible dinette table with bottle stowage cabinet, chart table, holding tank macerator pump, manual & electric bilge pumps, 2 tone non-skid deck, tank gauges, shore water connection, dinnerware for 6, & much more.

Sailaway price
Down payment:
Monthly payment:

\$199,950
\$25,722
\$1,299

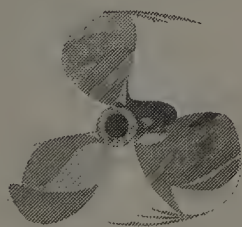


Hunter 450

Deluxe package includes: standard boat, freight to San Francisco Bay, commissioning, bottom paint, 76hp Yanmar diesel, 100 amp alternator, USCG safety package, docking package, 8kw generator, central air conditioning & heat, in-mast furling, jib furling, main & jib sails, Selden B&R rig, stainless steel arch w/ Harken® mainsheet traveler, lead keel, electric anchor windlass, refrigerator, freezer, solid boom vang, knotmeter, depthsounder, VHF radio w/ masthead antenna, bow & stern pulpits w/ double lifelines, gates & sternrail seats, 2 Dorade vents, shore power w/ cord, shore water, cable TV hookup, TV/VCP, AM/FM/CD stereo w/ 8 speakers, individual cabin volume controls & power booster, 2 staterooms w/ 7" innerspring mattresses, washer/dryer cabinet, bathtub, 3 showers, 2 heads, varnished teak & holly cabin sole, chart table, desk in master stateroom, solar panel, Corian® counters, 3 burner propane stove w/ oven, microwave, 100 amp inverter, 2 4D batteries, tank gauges, manual & electric bilge pumps, large transom lockers for deck gear, dive tanks, etc., cedar lined lockers, bedding package, dinnerware, & much more.

Sailaway price
Down payment:
Monthly payment:

\$244,950
\$30,484
\$1,599



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LETTERS

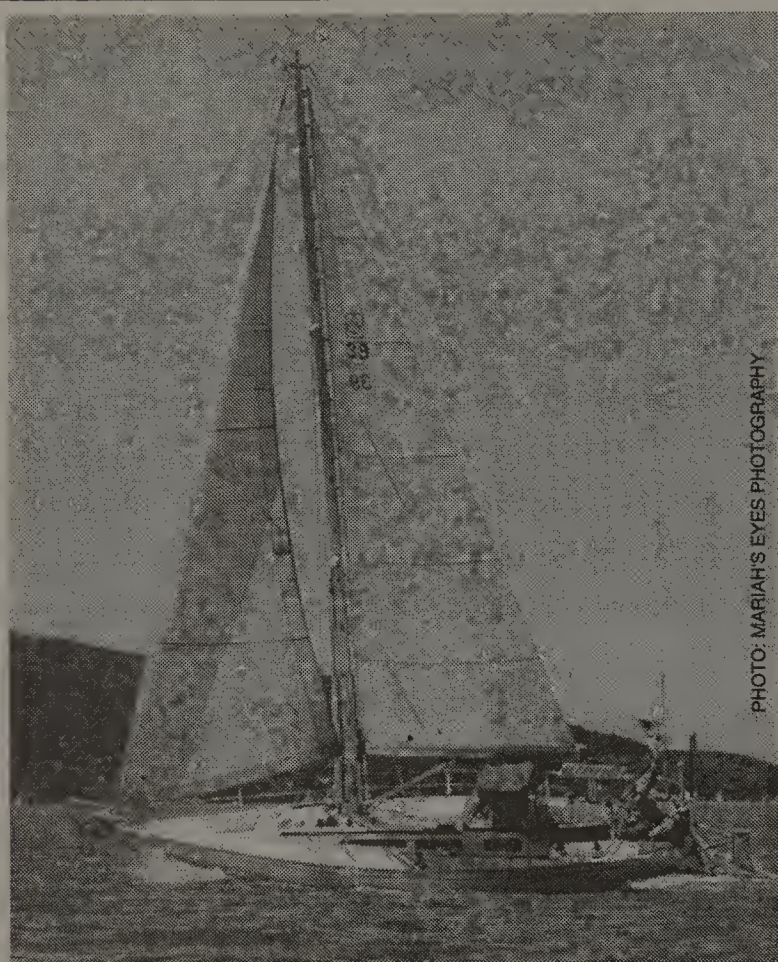


PHOTO: MARIAH'S EYES PHOTOGRAPHY

DuFour 39CC Passion

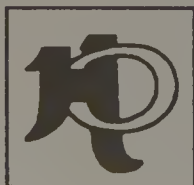
When advancing years made it hard to keep cruising, this main with a Shaefer in-the-boom furling system was the answer. It keeps the weight low, has battens, a roach – and is less expensive than in-the-mast furling systems.

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You not only get a discount here on your sails, but a cerveza when you arrive at Hugin Sails South, Barra de Navidad, Mexico, in February!

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could help you.

Andrea Lynn Jalickees
Oakland

Andrea — We semi-apologize for the following reply, but if you're going to blatantly misstate the facts and put words in our mouth, expect to get as good as you give.

The August cover, which depicted a young couple sailing in normal attire, did not alienate you as a sailor. It may, however, have alienated you as the member of a fundamentalist fringe group.

You are mistaken to imagine that a majority of our readers would prefer less frequent displays of "nearly naked women", because just the opposite is true. This doesn't mean they're going to get more of them, however, because it wouldn't represent the publisher's vision of the reality of sailing. Similarly, don't expect us to require women sailors to remove their makeup and don burkas before they can appear in *Latitude* just to make you fringe folks happy. For that's not the reality of sailing either.

You don't know a damn thing about the woman in the photo selling ice cream on the French Riviera. The fact that you imagine she's an Eastern European refugee forced to disrobe to flog more ice cream for an evil boss — as opposed to being a happy young woman enjoying getting an even tan — speaks volumes about the unhappy movie that seems to be playing in your mind.

If you think that we're sluts for money, and that more sex in *Latitude* means more pages of ads, why wouldn't we eliminate photos of boats in favor of photos of boobs? The truth is that both your premises are silly. We've been operating on the same editorial principle for 25 years: Portray sailing realistically and we'll get more readers; get more readers and more advertisers will follow. You say this "won't fly," but a quarter of a century is a long flight.

If "women sailors" feel ignored, that means we're doing our jobs. Confused, aren't you? We write for sailors, not 'men sailors' or 'women sailors'. If you and your fringe friends are seeking gender specific sailing articles, you should pick up a different publication.

It's very observant of you to note that half-naked women are the "prizes" men get for buying boats. After all, when was the last time you saw a boat on the Bay that wasn't crawling with topless women? And certainly every woman within ear-shot pulls out her breasts each time a guy mentions that he owns a sailboat, right? But if that were really the case, it would be a much more damning indictment of women than men, wouldn't it?

Over the years, we've had a couple of thousand women sail on our boats; be they captain, crew, passenger, or party guest. While their sailing skills ranged from expert to zilch, we defy you to find one of them who felt they were treated like an object rather than a person. It's also instructive that Profligate's expensive mainsail was sponsored by a software company run and mostly owned by women who know and love *Latitude*.

We've had a woman on our editorial staff before and wouldn't mind another. In fact, we'd be happy if you were to apply — after you'd taken some tolerance training and worked through your bikini issues. The doctor prescribes a long, buck-naked ocean passage in the tropics.

Having said this, we're cutting off all comment on this subject for the next four or five months, as it's become tiresome. Until then, live, laugh, and love — while following the Golden Rule.

The finest, most complete, & authoritative guide to voyaging...

Jack Somer, editor
Yachting Magazine

"A superb reference for anyone planning a long cruise... A whopping 1232 pages are filled with information on everything from choosing the right propeller, davits, or charging system to sea berths and upholstery. And every conceivable subject in between." Elaine Thompson, Cruising Editor, *Yachting World*

A story of passion

Little did Steve and Linda Dashew realize that a 1976 vacation would forever change their lives. Avid sailors thoroughly grounded in the day-to-day struggle of careers and raising a family, they decided to break free for a few short months and go cruising. Six years and 50,000 miles later they had sailed around the world and learned firsthand the secrets to living the cruising dream.

Not all lessons are easy...

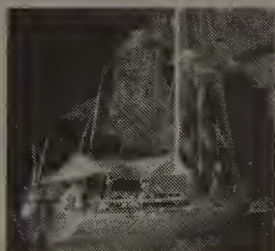
...and there's no replacement for firsthand knowledge. Over the years the Dashews have designed and built 50 cruising yachts, sailed over 230,000 miles, and owned two boat yards. Their articles, videos and groundbreaking books have made them one of today's top resources for real world data on the cruising lifestyle. *Offshore Cruising Encyclopedia - Second Edition* is a continuation of their passion for cruising and their zest for sharing firsthand knowledge. That's why noted yacht designer Bob Perry says "the Dashews' book is indispensable to the point where I keep one copy in my office and another on my boat."

It is hard to put into words...

...what this book is all about because it covers such a wide variety of subjects critical to safe, comfortable, and efficient cruising. George Day,

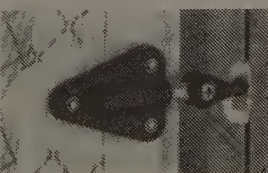
Thousands of tips & techniques in a single concise volume.

There are 126 photos and drawings on the subject of awnings, covers, and dodgers alone! Basic design through construction is thoroughly discussed.



Offshore Cruising Encyclopedia covers all shapes and sizes of sailing vessels. Learn how to buy, equip and maintain your boat within your budget.

Buying new sails? 123 topics are clarified with 133 detailed photos and drawings. You will find data on everything from asymmetric spinnakers to fully battened mainsails.



publisher of *Blue Water Sailing* calls it "the single most useful text available anywhere for sailors who are outfitting a boat for voyaging — full of good ideas, educated opinions, ingenious solutions, useful charts and tables, and world cruising savvy." While naval architect Chuck Paine says, "If you are equipping, buying, or building a boat the Dashew's reference work will prove invaluable. Every serious sailor ought to have this book."

This is more than just a dry technical manual

The Dashews' conversational style makes for easy, enjoyable reading. Richard Spindler, editor of *Latitude 38* says the "topics are backed with anecdotal stories from the Dashews' seemingly unlimited number of cruising friends and acquaintances. As such, *The Offshore Cruising Encyclopedia* makes for enjoyable bedtime reading for non-technical sailors too. If you're new to sailing or are interested in increasing both your theoretical and practical knowledge of all aspects of cruising, we can't imagine why you wouldn't purchase the *Offshore Cruising Encyclopedia*. This is the one sailing reference you ought to have."

Money back guarantee

The easiest way to experience *Offshore Cruising Encyclopedia* is to buy a copy and see firsthand the breadth of subjects and ease of reading. The 1232 pages are packed with information on more than 2200 subjects, richly illustrated with 2500 photos and drawings. Real world examples help you to apply the knowledge to your own situation. And best of all, you can try *Offshore Cruising Encyclopedia* risk free for 90 days. We are so sure that you cannot find a better cruising reference anywhere that we offer a no-questions-asked 90-day money-back guarantee. If you don't agree that this is the best cruising investment you have ever made simply return your copy for a prompt refund.

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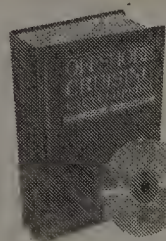
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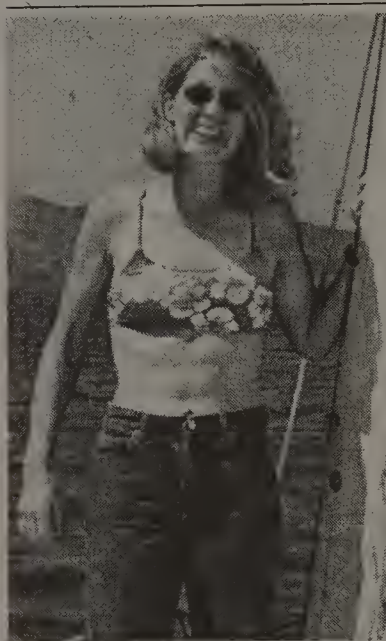
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LETTERS

HEY, HOW ABOUT GIVING US 'OLDER GALS' A CHANCE?

I don't mean to say 40 — I just had my birthday — is old, but your call for young women who might want to be on the



DAN ROY

Terry and her youthful abs of steel.

cover revisits the correspondence from a year or so ago from/about men "of a certain age" wondering where all the nubile 19-year-old virgins are who could be having the cruising adventure of a lifetime with them. It's sad that many such men could have their choice of women closer to their own age — say, a 50-ish divorcee whose children are grown, and who might be at a place in life where such an adventure might appeal to her — but who will be overlooked (in spite of good health, financial independence, even cooking and — gasp! — sailing skills) because she's old enough to remember the rotary phone.

As one begins to, hmm, get up there a bit oneself, one becomes more sensitive to the age bias.

But I digress. Attribute it to my age. Here's another photo for your amusement — abs of steel, baby! Ha, ha. By the way, thanks for the September cover!

Terry Roy
Annalee
Berkeley

Terry — For people who keep fit — abs of steel is right! — 40 isn't old. It can be prime time, when the mind/body combo is operating at its best.

Thanks for the interest and photos sent by you and a number of other women readers. We think we've got the woman we need for our February cover, but if you don't mind, we'll keep all your names and see if we can't use you in other photos — we can always use models — in the upcoming months.

UNDERWAY IN NO TIME FLAT

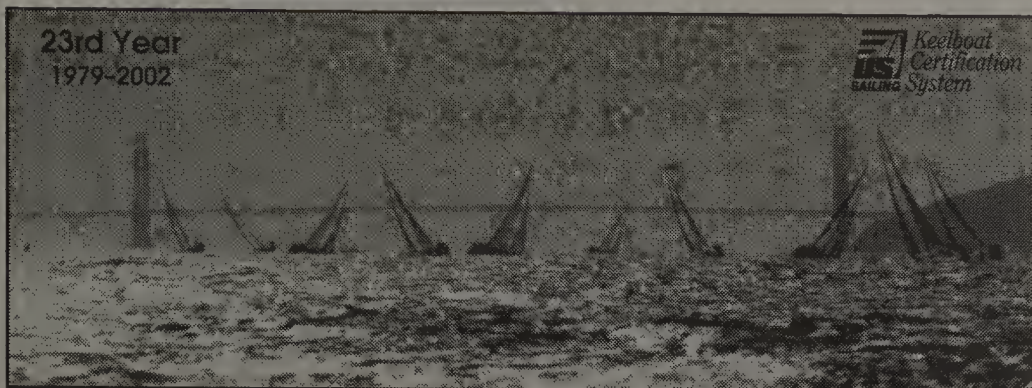
On October 6, I ran aground in the channel leading to Emeryville. Almost before I had a chance to survey my situation, not one but two sailboats came to my aid. With *Ripple* heeling me over with a line attached to one of my halyards and *Mojito* pulling from the front, I was under way in no time flat. Thanks a bunch!

Sam Fisher
Supernaut, Newport 32
Emeryville

GUADALUPE ISLAND

It was good to read about Guadalupe Island in the recent issue. My favorite way to go south to Mexico is by way of that island. Twice I've had a good reach out to Guadalupe and tried to make it back to Turtle Bay. Once it worked out fine, once it was too rough on the beam so I fell off and had a good run to Cabo. Most boats leaving San Diego about noon would arrive off Cedros early on the second morning. It's not hard to find because it makes the best radar target that I've ever seen. There's never been wind on the lee side of the island

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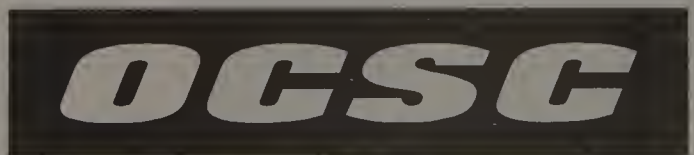
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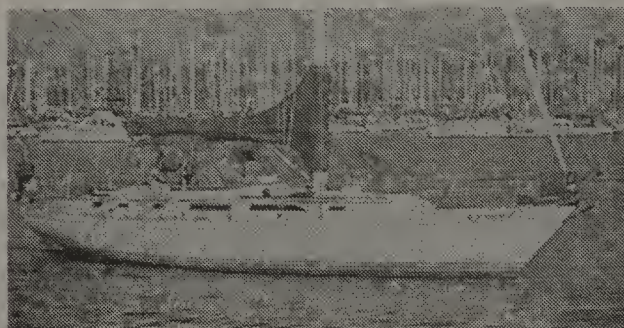
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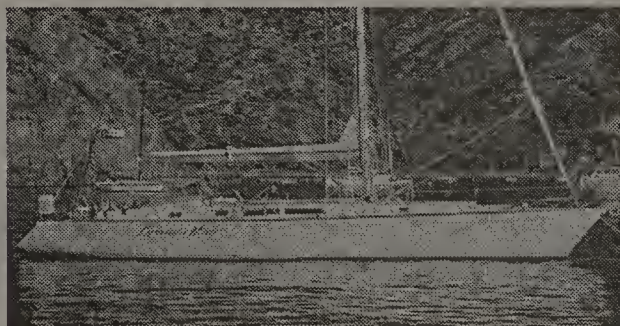
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LETTERS

when I've been there, so it's a perfect opportunity to motor in order to charge batteries and pull down the freezer.

There aren't many visitors to Guadalupe, so it's a good place to trade for seafood. If you arrive during abalone season, you might find some tough, black abalone that's the size of a baseball. They aren't worth hammering into steaks, so I suggest that you put them in your freezer until you get far enough south to catch some small squid. Then thaw the abalone, grind it up, and stuff them into the body tubes of squid. Simmer them in spaghetti sauce until tender, and you'll be an acclaimed gourmet chef.

I want to thank Lauren Spindler, head honcho of the Ha-Ha, for making me an honorary member of this year's group. It's seldom we get rewarded for just doing what we want to do as opposed to what we should do.

Ernie Copp
Orient Star, Cheoy Lee 50
Long Beach

↑↓SAY 'NO' TO L.N.G. AT MARE ISLAND

Are Bay Area sailors aware that a Liquefied Natural Gas (LNG) facility is being proposed for the south end of Mare Island, and it could have a negative effect on sailing in the Bay? I have some serious concerns.

Shell Gas & Power and Bechtel Enterprises propose to turn the southernmost waterfront of Mare Island — immediately adjacent to the entrance of the Vallejo estuary — into a significant LNG storage facility, power plant, distribution hub, and shipping/off-loading facility. We're talking huge storage tanks, huge ships and in my opinion, more unsightly industrialization of what presently is an open and natural landscape.

What's wrong with this project? First, I don't think it's the best use for the land. With a beautiful waterview golf course already situated on the bluffs directly above and bordering the site, and with a natural tidal basin, I think if the land is developed at all, it should be as a destination resort hotel and marina, with a waterfront park and concert facility. Imagine a genuine sail-in destination resort offering world class golf, restaurants, lodging and an open air entertainment venue. Such land utilization would create hundreds of jobs and bring millions of tax dollars to the city of Vallejo. I think a resort would create more long term economic gain, and the downwind neighbors wouldn't need to worry about half a bazillion cubic feet of compressed gas blowing up near them.

The Shell and Bechtel plans call for the dredging of a huge turning basin for the ocean going LNG tankers. Hell, we can't even get the dinky little entrance to our marina dredged, but supposedly they'll get the permits to dredge millions of tons of bottom in order to facilitate this proposed plant. Where's the EPA, BCDC, XYZ, ABC, LMNOP, HUA and all the rest? And by the way, where do they think all the residual silt is going to flow once it's stirred up from the bottom? Yep, right into the neighboring marinas.

Then there's the impact on recreational boating in the region if the project is built. I understand that whenever one of their big LNG tankers was in port, there would be a significant security zone established around the ship and small craft will be required to steer well clear. Imagine sailing around a giant LNG tanker with your family aboard, watching streams of vapors and emissions wafting from pipes and hoses, and wondering what it is that you're breathing. In the public relations literature, Shell and Bechtel make some vague mention that the facility will benefit recreational boaters — but they don't say how. They should be held accountable to such

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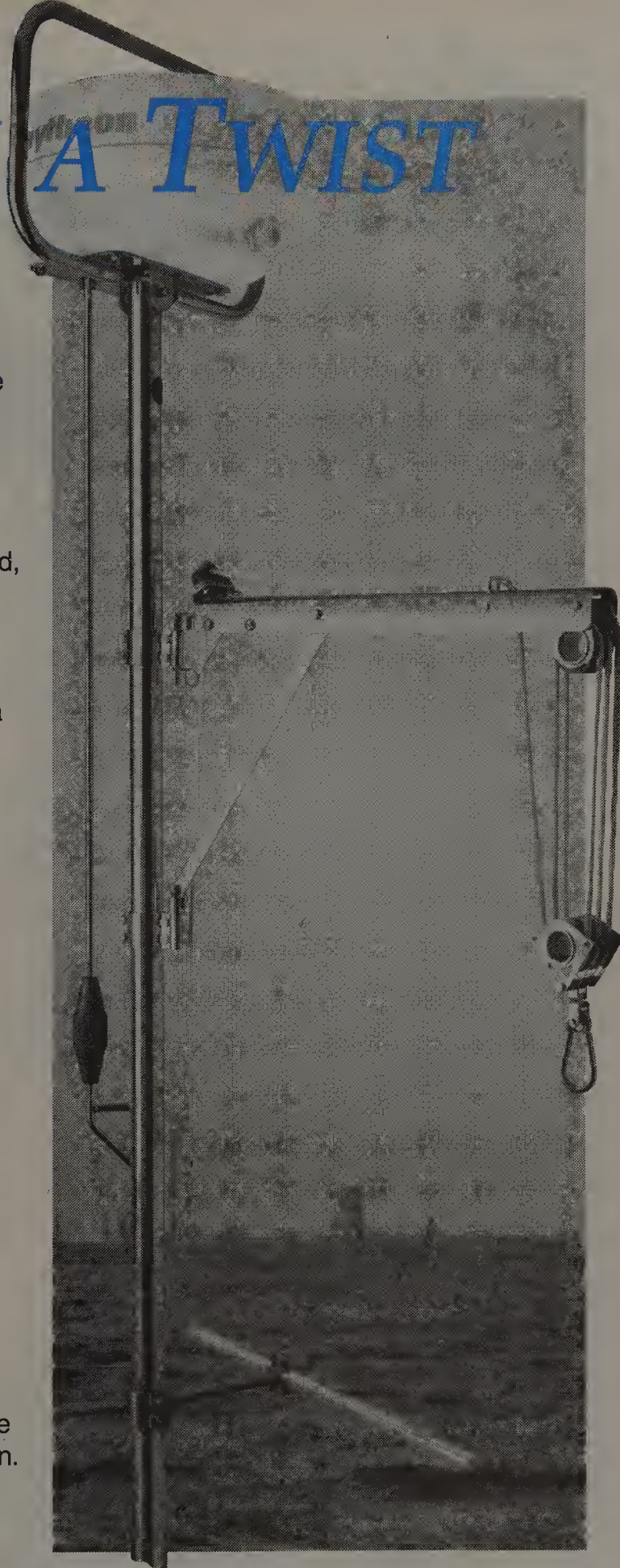
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claims. Also left out of the PR literature is mention of the steady stream of LNG tanker trucks adding to the surface street traffic, which will no doubt pose its own risks.

There's also the question of whether we Californians really need such a plant in the first place. Maybe only the folks who will profit will be Bechtel, who will build it, and Shell Gas & Power, which will operate it. Both, no doubt, will benefit from all the known interplanetary tax incentives — and then some.

Could the proposed facility be located elsewhere? Yes! How about Port Costa, which is a relatively secluded deepwater alternative with abundant surrounding open space for a buffer zone and access to rail spurs and highways. Why have they chosen to propose such a plant in a densely populated municipality when better sites are available? Could Shell and Bechtel simply be taking the path of least political resistance?

I don't think the idea of a waterfront LNG plant as proposed is good for anyone except Shell and Bechtel, and hope that sailors will let the city of Vallejo know what you think.

Steven J. Duffy
Benicia

Steven — We don't have enough facts about the project to have developed an informed opinion — but we're not so sure that you do either. These days major projects are more complicated than a couple of companies seeing some open space, drawing up plans for a catastrophic project, paying off the city council, and starting in with the shovels while the 700 government permitting agencies are off at lunch. Heck, you can't fart these days without filing an environmental impact report and getting a permit from 20 agencies.

There are only two things we feel confident in saying about the south end of Mare Island: 1) There won't be an LNG plant built there without lots of oversight and some stink; and, 2) we can't think of a worse place for a destination resort/marina/music venue. After all, it howls in the afternoon and at night, the view of the oil refinery across the way isn't that pleasant, the water is muddy, and it's pretty much out of the way.

STICKING TO THE FACTS AT THE ALA WAI

Aloha. A reader wrote a letter about the Ala Wai Yacht Harbor in Honolulu claiming that the "old docks nearly killed two boaters". As a yacht broker here in Hawaii, a 20-year resident, and a nine-year resident of the Ala Wai, I find that questionable. The letter comes across as one of facts, but let's take a few statements and look at them.

"The Ala Wai receives several hundred million in tax subsidies." Where did that come from? "It's a place of crime and lowlives." Nothing like a tourist to tell us about our problems.

Yes, the Ala Wai is rundown. The docks were built for a life expectancy of 25 years, and we're now about 15 years past that. A new marina would be nice, but an increase of fees to double or triple is not exactly what most tenants desire. Since the Ala Wai is home to many boats with out of town owners, there would be a mass exodus of boats, with a flood on the market of boats for sale. There are solutions, but they're not as easy as many assume.

I say let's stick to facts.

Richard Nyren
Ala Wai Yacht Brokerage
Honolulu, Hawaii

Richard — We're not sure where the "several hundred million" figure came from either, but let's do some simple math. On the assumption that 800 Ala Wai berths are \$240/month

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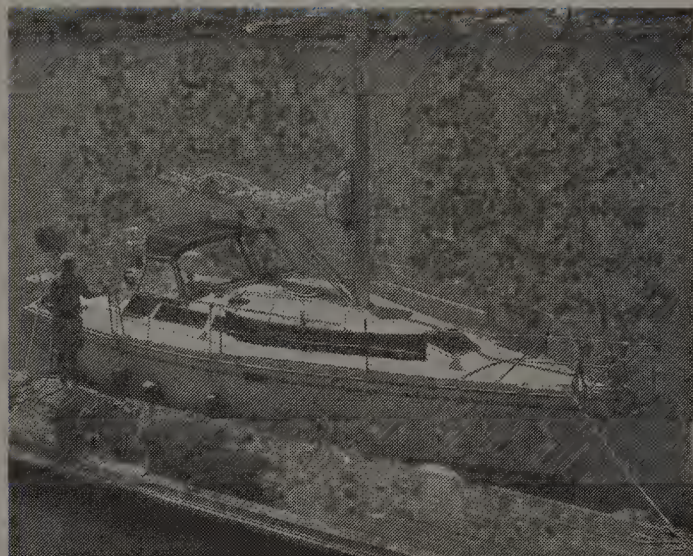
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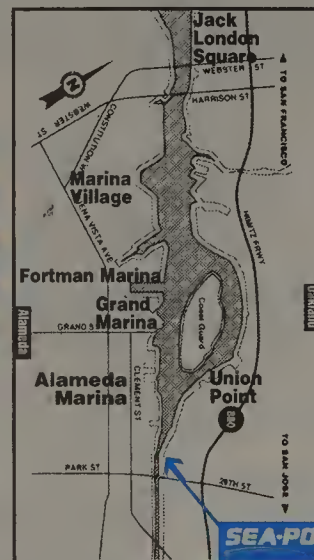


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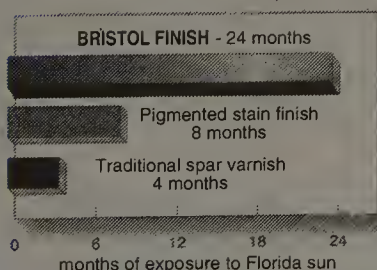


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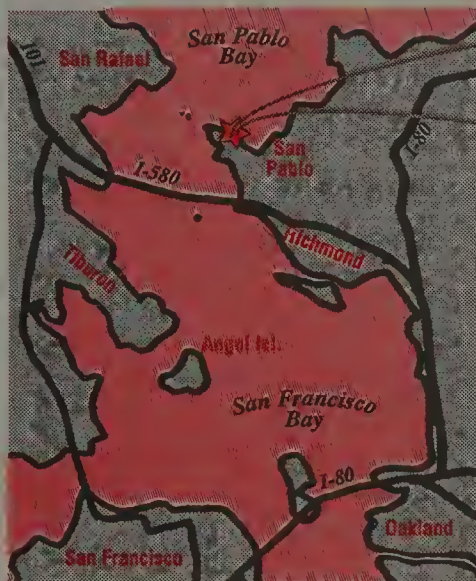
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LETTERS

below market, that's \$192,000 a month, or \$2,300,000 a year. Over the course of the 25 years we've known the marina to be deteriorating badly and woefully undercharging for slips, that's \$57 million — or most of what it would cost to rebuild and reconfigure the Ala Wai into the world class marina that it should be.

Who has benefited from this lavish taxpayer subsidy? A very small number of people — some of whom use their boats exclusively as ridiculously cheap housing on some of the most expensive waterfront in the world, some of whom live out of state and who therefore almost never use their boats, and a majority of people who no longer use their boats but who can't



LATITUDE / RICHARD

The Ala Wai Yacht Harbor is not only dilapidated, but much of the space is poorly utilized.

afford to give up their slip because they are so darn cheap. If we were a taxpayer in Hawaii, we'd be infuriated at such a subsidy — and the thousands of others like it that

come with a poorly managed — if not corrupt — government.

It doesn't surprise us that current tenants don't desire a change in the current system. After all, if we were getting something valuable for 60% off, we wouldn't want change either. What about the less affluent folks who would have trouble affording higher slip fees who still wanted to sail? We've got two solutions. First, anybody who used their boat a minimum of twice a month every year would have their berth fee grandfathered for five years at just half the amount necessary to bring slip fees to market rate. Secondly — and more importantly — a nonprofit sailing program modeled after the one at Orange Coast College, which provides low cost sailing to several thousand people every year, could be established. The bottom line is that ocean access of the many shouldn't be denied merely to preserve a subsidy of the few — who rarely still make use of their ocean access.

We agree that there would be a mass exodus from the Ala Wai if market rates were charged because it would no longer make sense to hold onto a boat just because a slip was so cheap. Based on the fact that the Ko Olina — which has a much less convenient location down by Barber's Point — has no trouble attracting boats while charging market rates, we predict there would also be a mass migration of much needed new blood into the Ala Wai.

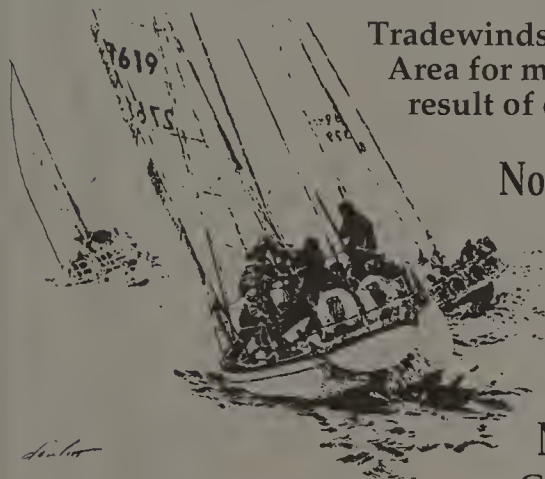
Had the state properly managed the Ala Wai, the current crisis wouldn't have developed. But it's gone on so long, that even the Democratic governor recognizes it. As the racers say when they're caught on the wrong side of a windshift, 'when you've got to eat shit, take big bites'. In other words, it's time for the state to get out of the marina business completely, and allow greater ocean access for everyone, no matter their economic status.

↑↓THE GIRLS ARE GREAT, BUT . . .

I read the letter about the SC 50 charterboat *Scotch Mist II* in Maui, and can confirm that it's fun. The sail was good as were the champagne and chocolates, and the girls who run it. But then I went on *America II*, berthed right next to *Scotch Mist*, and for the same price had a sail that was as different

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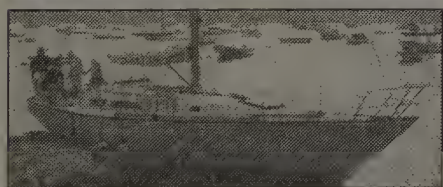
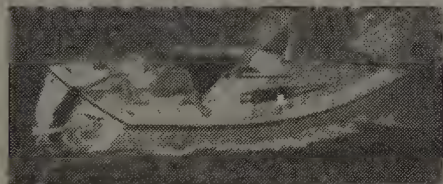
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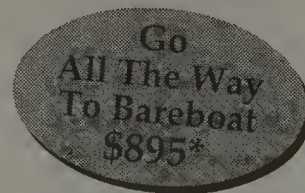
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LETTERS

as night and day. They took us out in 25+ knots of wind and huge ocean swells for open ocean extreme sailing. It was insane — and when I say "they", I mean the two crew. They were awesome and on top of it, pulling fish by hand without even stopping the boat. It was definitely worth the trip, and one I'll not miss the next time I'm on Maui.

Jay
Kea
Planet Earth

Jay — We can't imagine a more inappropriate vessel for "extreme open ocean sailing" than a leadmine such as America II, one of the many 12 Meters that challenged for the America's Cup in 1987. Are we missing something?

↑↓WAYS TO IMPROVE CHECKING IN

In the latest *Latitude*, you asked for ideas about improving the system for clearing into Mexican ports. We have now spent two winter seasons in Mexico, and are as tired as anyone of the high costs and time-wasting check-in procedures. We would love to see the check-in process simplified and fees reduced significantly. If, however, a complete fix is not possible, here are some small steps the Mexican government might be willing to take to make things easier:

1) If a boat needs to come into port for fuel only, require only a VHF notification and permission of the port captain. A complete check-in would not be required.

2) Allow boats to enter a port — without formally checking in — for 24 hours for the purpose of anchoring to get rest. A bigger step — but one that would benefit the economies of many ports — would be if cruisers could stop at any port for 24 to 48 hours without checking in. As it is now, we often bypass places we'd like to visit and spend money because the hassle and expense of checking in is too great.

3) Once a crew has cleared Immigration when checking into the country, eliminate the requirement to have it done again and again — unless there is a change in crew. Instead of having to repeatedly check in with Immigration, cruisers should be able to provide the port captain with a copy of current valid visas and have the port captain check identities.

4) Allow cruisers to purchase small denomination scrip for paying port fees only. These would have no value as general currency, but could be collected for fees by the port captain, be signed/stamped by the port captain, and turned over to the bank on a weekly basis. This would give each port captain full credit for fees collected in his or her jurisdiction, and eliminate multiple trips to the banks for we cruisers.

None of this addresses the amount of the fees, which we would very much like to see lowered. But they do address the equally onerous hassle factor. The best, of course, would be if all of the above suggestions were instituted, which would mean that we'd only have to go to the port captain's office. How nice that would be!

Russ & Donna Sherwin
Four Seasons
Sunnyvale

Russ and Donna — The ultimate, of course, would be for Mexico to come to their senses by requiring that boats only have to check in once per six months to pay something like \$5 to \$10/foot for a cruising permit. Because as you and we both know, the current system is nothing more than a waste of everybody's time and money, and one that is giving Mexico a black eye. If anybody were to need an example of the corrosive powers of a bureaucracy run amok, this would be it.

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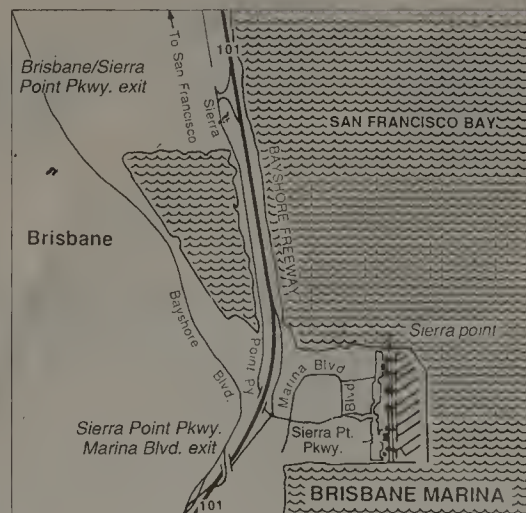
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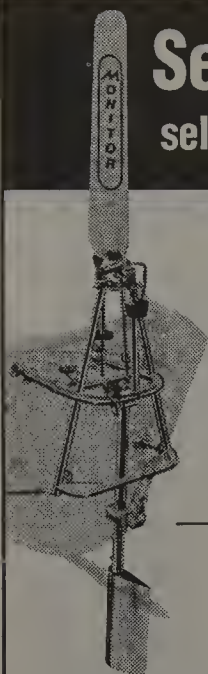
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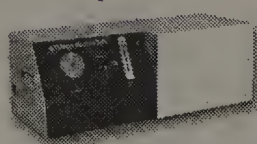
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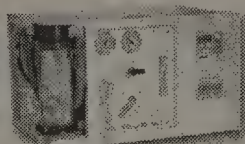
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LETTERS

↑↓ I THINK WE'VE LOST THE STEERING

I'm a new boatowner, so I jump at the chance to sail with more experienced sailors. Recently, I went sailing with Glenn Aitkens on his Hans Christian 38 *Endeavour*, a South Pacific vet. Our plan was to leave Marina Bay Yacht Harbor, sail across the Bay and up through Raccoon Strait to Sausalito, then try out my new cruising spinnaker on the way home. Our sail across the Bay was uneventful except for seeing the beautiful 12 Meter yachts out racing. But as we were about to make our second tack in the Strait against the flood, I felt the pressure on the helm disappear. Then the wheel spun freely. "I think we've lost steering!" I told Glenn.

Raccoon Strait was no place to lose steering, as we were surrounded by many sailboats, 12 Meters racing, and people in cigarette powerboats flying by at idiotic speeds. As one sailboat came near, we sounded our signal horn and waved our hands to signal our problem. After some quick thinking, Glenn let the main sheet go to spill the air from the sail, and proceeded to furl both the jib and staysail. Although our forward progress slowed, we were still getting close to shore. With the sails struck, we got out the emergency tiller, flung open the hatches, and inserted the head onto the rudder shaft. We came about with less than 1/8th of a mile to spare. Although we made it back to Marina Bay without further incident, we were surprised at how much force it took to bring the boat about using the emergency tiller.

Based on our experience, we think it's important to remind all sailors how important it is to know what kind of steering their boat has, and what procedures they should employ in the case of steering failure. Furthermore, it's important that everyone knows where their emergency tiller is and how to quickly install it.

After getting back to the dock, we discovered that *Endeavor* had lost her steering because a line in the stern lazarette had found its way between the rudder quadrant and cable, and eventually wedged the cable off the quadrant.

Jason Hardi
Marina Bay Yacht Harbor

Jason — Our most memorable steering failure happened at 3 a.m. while running wing-on-wing in 25 knots while sailing past the Martinez Bridge on our way up the Delta aboard our old 41-ft *Bounty II*. Rapidly approaching the Shell Oil Pier, we either had to do something drastic or be dismasted eight feet above the deck. A dismasting would only be the beginning of the damage and perhaps personal injuries. So we sheeted in the main, which rather quickly brought the boat 180° around into the wind, where she basically luffed in place. This gave us the time to determine that a bearing had broken, and to fit the emergency tiller.

While it might not have been appropriate for your situation, most boats are designed with a slight weather helm, which means if the main or main and jib are sheeted in, the boat should luff indefinitely or flop over to a 'hove to' position. In either case, it should buy enough time to determine the nature of the problem and, if appropriate, fit the emergency tiller. All this, of course, presumes that the rudder isn't permanently bent off to one side.

By the way, there are no 12 Meters on the Bay. We presume you were referring to the IACC boats, which replaced the 12 Meters in the America's Cup about 10 years ago.

↑↓ FINE RESOURCES FOR NEW SAILORS

I love your magazine — and wanted to say it up front so you don't think it's another one of those ridiculous emails

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LETTERS

complaining about the bikini cover in the August issue. I teach sailing for U.C. Berkeley, and always mention *Latitude* and *Electronic Latitude* as fine resources to my beginning sailors. I estimate that each year I teach, inspire, and inject about 400 students a year into the sailing community. I suppose you can say I'm a 'crew breeder'.

As I teach in Berkeley — ground zero of political correctness — you can imagine the minefield I have to tiptoe through each time I open my mouth. Some women are so uptight these days that if I should have a politically incorrect thought — that men and women aren't exactly the same, for example — my boss would get a complaining phone call. But there are differences between men and women, it's the nature of nature. And what's wrong with letting Nature be natural?

'Keep doin' what you've been doing.

Douglas Chew
Challenger, Merit 25
Berkeley

Douglas — Thanks for the kind words and recommendations. When we went to Berkeley, we protested in favor of the freedom of speech. How odd that Berkeley has become the hotbed of restricting the freedom of speech and thought. We've always thought of political correctness as being an attempt to use politics to modify reality. Sort of like a bunch of sincere activists passing a resolution to repeal gravity or wind on the nose. A law can be passed, but reality won't be changed.

↑↓MERY NINE-YEAR CIRCUMNAVIGATION

Please add us and our Hardin 45 *Alegre* to your list of circumnavigators. We left Portland in July of 1998, spent 15 months in Puget Sound and Canada, nine months in the Bay Area and Delta, 16 months in Mexico, and then headed across the Big Pond more or less following the Milk Run. We spent two seasons in New Zealand, one in Australia, went through Indonesia, Singapore, Malaysia, Thailand, across the Indian Ocean to Oman, up the Red Sea, and to Cyprus where we spent a year.

After four years in the Med, we crossed to Trinidad & Tobago, did Bonaire, the San Blas Islands, and continued to the Canal Zone. Back in the Pacific, we went to Costa Rica, and then offshore direct to San Diego. We crossed our outgoing track offshore of Manzanillo, having taken just over nine years for the actual circumnavigation. In all, we visited 37 countries and travelled about 38,000 miles. Our Hardin 45, which we lived aboard since June of 1980, isn't too fast for a boat, but is pretty quick for a house.

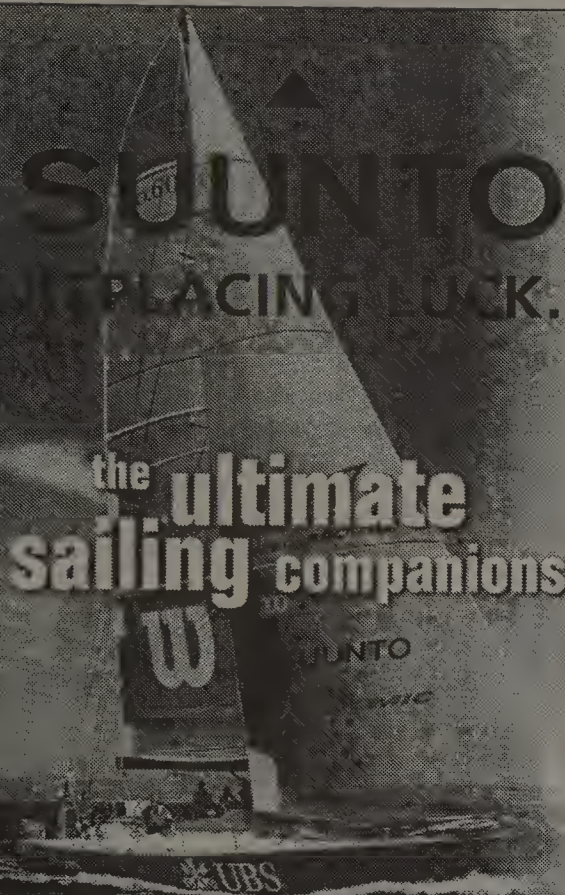
We read *Latitude 38* regularly. It is still 'King of the Mags'.

Gordon & Joan Mery
Alegre, Hardin 45
Portland, Oregon

Gordon and Joan — Congratulations on your excellent circumnavigation. If you're not worldly wise at this point, we're not sure who would be.

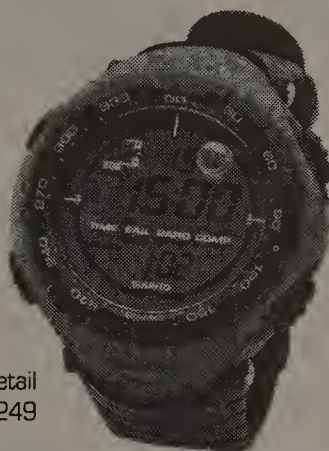
↑↓A MUCH BETTER COMPOSER AND MUSICIAN

I'm afraid that the information I submitted to the Ha-Ha may have resulted in my Ha-Ha 'bio' in the October issue being mixed up. What I meant to say was that *Ti Amo* will be the second Oyster to have done the Ha-Ha, as Scott Oakley did it with *Tiger's Life* in 2000. I'd like to make this clarification because Scott is not only younger than I, but a much better composer and musician. I also see that John Furth has entered this year with his Oyster 485 *Darling*. I first did



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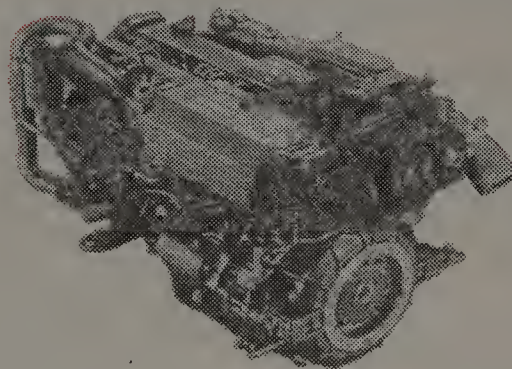
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LETTERS

the Ha-Ha in '96 with *Tally Ho*, my Nauticat 43.

Carl Mischka
Ti Amo, Oyster 485
Newport Beach

⇅LOST MY WAYPOINTS

Is there someplace that lists the GPS coordinates for all the points, harbor entrances, navigation hazards and such on San Francisco Bay? I had carefully programmed them all in my GPS, but then managed to lose them.

Ed Murphy
Northern California

Ed — There probably is a list, but we're not sure where you would find it. We're a little gun-shy about relying on such coordinates as opposed to constantly monitoring one's progress, as navigators who do things too automatically tend to forget that sometimes there are obstacles — such as remnants of the Berkeley Pier or Angel Island — between two points.

⇅FIRST BANDERAS BAY REGATTA?

In the May issue of *Latitude* there was an article on the Banderas Bay Regatta — which you refer to as the 10th Annual. We beg to differ. The first Banderas Bay Regatta was in 1991, not 1992 — and we have a plaque in our nav station to prove it. It reads: "2do. lugar Categoria A Regata Bahia de Banderas 1991."

The following is a quote from our May 1991 newsletter. "The best time we had during our Puerto Vallarta stay was the First Annual Banderas Bay Regatta. The Mexicans running Nuevo Vallarta, along with others in the area, decided to promote water sports in general and sailing in particular. In less than two weeks, they managed to plan and execute a splendid event. We met at 4 p.m. Saturday in La Cruz for a skippers' meeting, cocktails on the beach, and a hosted fish dinner at a local restaurant. The restaurant didn't know that

over 100 of us were coming until the first ones arrived! Service was understandably slow, but many pitchers of free margaritas made the wait enjoyable. The race began at 1 p.m. on Sunday with a 'rabbit start', which



After ten years, Banderas Bay Regatta seems to be as much fun as ever.

lengthens the line and theoretically results in a safer start. This was especially appropriate that day as there were 27 mostly non-racing cruisers milling around in 20 knots of wind. We were first across the starting line, but after a two-mile upwind leg, were second at the windward mark. The rest of the race was a lovely six-mile run back to the marina. We were unable to overtake the boat-ahead of us, but we steadily increased our lead over the rest of the fleet. *Gometra* was first, *Avatar* second and *Sharazad*, a dockmate from Alameda, third. Besides the 27 yachts that raced, another dozen crews

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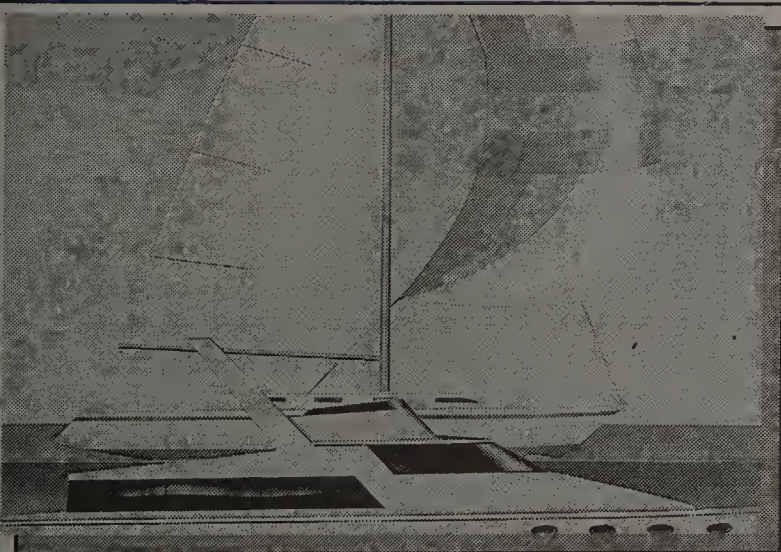
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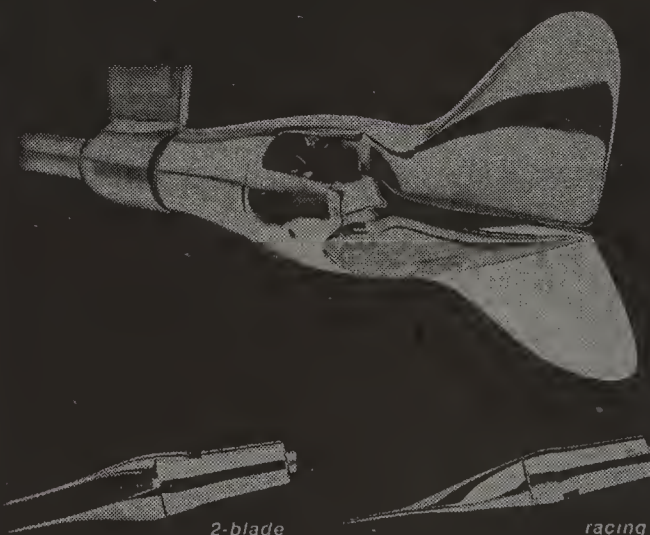
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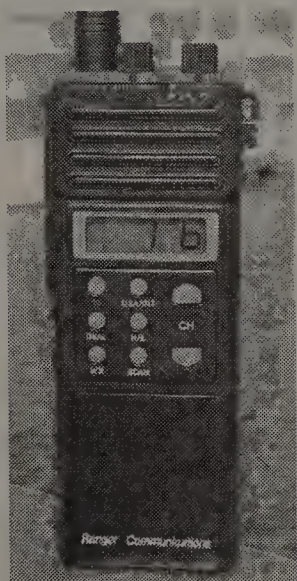
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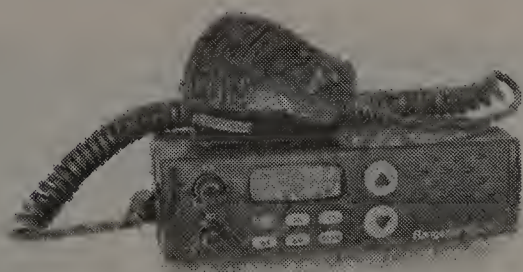


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LETTERS

participated on committee boats and press boats or crewed with a racer. We were joined for the weekend by Dick and Teri from *Genesis* and Karl and Andrea from *Cap'n Kidd*. The festivities ended with an awards ceremony consisting of a cocktail party and buffet with speeches in Spanish and English, a mariachi band, and folklorico dancers. What a great weekend."

As you can see, it was a far cry from the current Banderas Bay Regattas, but all great events start with baby steps. And today's participants couldn't possibly have a better time than we did. It was just for fun, with very little serious racing apparent. We were fully provisioned, didn't leave our dinghy or anchors at the dock, and didn't even clean the bottom. Perhaps the reason for your mistake concerning the anniversary stems from the letter from Doug and Anne Murray. We do remember *Murmur* in Mexico, but they weren't at the first regatta in 1991.

In three days, we complete 13 years of cruising — six full-time and seven half-time. We are thinking about tossing in the towel, but we will write more in another letter.

George & Brenda Milum
Avatar, Mull Custom 45

Squaw Valley / Islas las Aves, Venezuela

George and Brenda — We reported that it was the 10th annual Banderas Bay Regatta because that's what we were told by officials and that's what it said on the program and T-shirts. Perhaps somebody counted wrong or missed one of the years. But thanks for setting the record straight.

As for folks not being able to have a better time these days, we're not so sure. Nobody takes the racing that seriously, as the vibe is that everybody is racing with as opposed to against each other. And while some boats remove dinghies or anchors, many sail fully laden for the South Pacific, with dirty bottoms, and with anybody who happens to be around for crew. The Banderas Bay Regatta has terrific group spirit, is free, and the weather conditions and facilities couldn't be more ideal. And if those bunch of young ladies go down the dragon slide into the pool stark naked again after the award's ceremony, what more could a sailor ask for?

Next year's Banderas Bay Regatta will be March 20-23. We'll be there with Profligate, and highly recommend that everyone make plans for being there also.

↑↓CHILL OUT, PASCAL

I got quite a surprise reading the August letter that implored cruisers not to give things like money and clothing to impoverished people in poor countries. 'Man, that sounds just like this guy I used to know', I thought to myself — so I wasn't shocked to see Pascal Cellier's name at the end of the letter. I'm just a little disappointed that the Frenchman's attitude hasn't changed after living in our country for all these years. When I knew him he was a financier in San Francisco's Financial District. This is my reply to him:

"Have another Pernod and chill out. Your *Star Trek* ideal of the Prime Directive — for you non-Trekkies, it's the 'non-intervention directive' — doesn't hold much credence with me. If you were truly sympathetic to the ideal of helping other countries maintain their culture, you shouldn't have gone to all those foreign countries with us, as your presence would have had an ill effect on them. Face it, I don't think there would be the kind of arts and crafts and other things — such as bars and restaurants — on the islands we visited if they weren't helping the local economy. And I don't remember you eating like a local in those places.



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LETTERS

"Your outlook borders on isolationism such as the Japanese once tried. They didn't want any foreign influence on their culture, so they would kill any foreigners. Now look at them, they have bread, cars, phones, televisions, trains, and are part of the world economy — yet they remain uniquely Japanese. Heck, most of them still don't even use forks. There are still men and women who grow rice, fish, weave, and attend to the traditional things that make up their culture — including flying kites, origami, sumo, judo, karate, and the parading of a 20+ foot tall phallus in one celebration. Yeah, one of my Japanese friends did flake out on the 400-year-old family business of brewing sake to get an MBA, but where did his family send him? You got it, the United States. But after he got his MBA, he returned home and put his knowledge to work to ensure that his family and their traditions will continue to exist for several more centuries.

Having said that, I take extreme umbrage with your five-cent psychoanalysis, chastising us Americans for somehow acting paternal out of an innate superiority complex driven by some "underlying racism". Screw you! Had that purported American attitude existed towards your native country during the two world wars, you might not have been here to enjoy the benefits of living in the United States for all this time.

Perhaps you need to talk to some of the previous generations back in France before you continue with that claptrap. If anything, we Americans feel somewhat ill at ease or maybe a little guilty when we come across abject poverty. Perhaps that inspires us to try to help in some little way while we are there. I would rather be known as a generous American than a stingy one, especially when it takes so little to put a smile on the face of a little one.

Further, you demean the efforts that many Americans make to help these people. For example, my sister, while working for an optometrist, used a decade worth of vacations to go to depressed parts of the world to make sure that poor kids got eye glasses so they could see and learn to read. Further, I strenuously disagree with that idea that giving assistance teaches people to be slackers or turn their backs on their heritage. I'd give a thousand pens and books away if I thought it might help those kids in school, and I have no problem buying things from the local merchants and participating in their economy while I'm there. If I'm not mistaken, even France benefits from tourism, and it hasn't seemed to change that culture much. Except, that is, when we Americans and our money stay home.

The bottom line is that while in the military and as a civilian, I've been all over the world, primarily Asia and Central America, where the average population is dirt poor by even the lowest American standards. I can't think of one parent that I met who would not have loved to have one of their family get ahead and make that "ten times" what he/she did, so that his son didn't have to do the same thing for a living. Furthermore, I never saw anyone throwing money or anything else on the ground looking for a photo opportunity of kids fighting for money.

Of course, what would Pascal think if we the United States had, during the beginning of both world wars, behaved the way he recommends we individuals do. What would have happened if we Americans had refused to help anyone, anywhere, any time, and had been the ultimate spectators? Would Pascal have recommended that we stood back and watched while country after country was overrun by crazed dictators? While people were being massacred by the millions? While the infrastructure was being destroyed and there wasn't any food or medicine? Maybe France should have called some-

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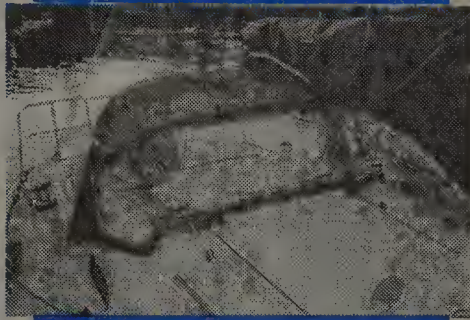
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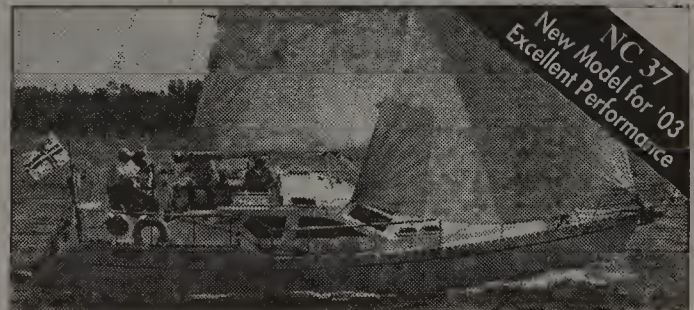
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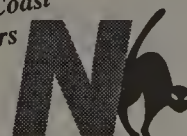


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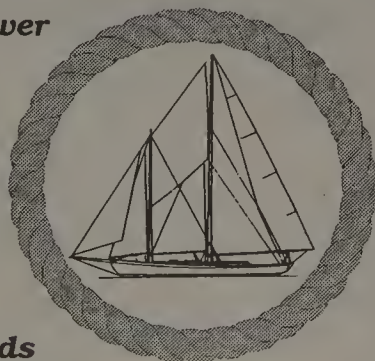
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LETTERS

body who cared, not the United States. We're already paying the bill for the last century with people trying to blow our collective asses up. Have another Pernod Pascal, preferably on a trip through the Ardennes Forest.

Steve Romine
San Jose

Steve — Pascal's 'let them starve to death to preserve their culture' concept is a little off the deep end. We also think Americans are basically very generous. We know we'd be a hell of a lot more generous if the money/food/goods/drugs given to places such as Africa actually went to people in need, as opposed to being hijacked by corrupt dictators to further their grip on power.

Fortunately, we've got a couple of nieces who aren't so cynical. Despite having grown up in Belvedere, they spent part of their high school summers digging latrines in the poorer parts of countries such as the Dominican Republic and Mexico, and have continued to work on other health projects in impoverished countries during breaks from their university studies.

On the other hand, there are plenty of times and places where it would seem that Cellier's warning that merely giving cash to the impoverished has contributed to the destruction of countless lives and cultures. In fact, one need look no further than downtown San Francisco, where a strong argument can be made that misguided compassion has been the critical force in the destruction of tens of thousands of lives — to say nothing of a once magnificent city.

We don't think there are any simple answers about what to give or even where to visit. It has to be made on a case by case basis, operating on the best information available. Who ever would have thought travelling and small-time philanthropy could be so difficult?

I AGREE WITH QUANCI

I thought Jim Quanci's response to Gary Jobson/Peter Isler's *Sailing World* column — which didn't mention the fact that Capt. Jamie Boeckel, who was lost overboard from the boat on which they were sailing — was spot on. I submit that Jobson/Isler weren't wagging the finger too much because the finger is actually wagging at them.

There are two other issues here. First, the sea treats everyone the same, no matter if they are professional crew on a gold-plated yacht or a nobody such as myself. Secondly, the ultimate responsibility of this accident lies not with the owner, Jobson, or Isler, but with Mr. Boeckel himself. He paid his money and he took his chances — just like the rest of us.

Jack G. Clayton
Virginia Beach, Virginia

A RECORDED CASE OF TROUBLE WITH A TUG

A little over three years ago, I had an incident that was very similar to the one reported by Louk Wijsen. I keep a detailed ship's log, and below is exactly how I wrote it down three years ago, while motoring from Pittsburg Marina to Richmond's Marina Bay Yacht Harbor. It was aboard my previous boat, a Catalina/Morgan 45:

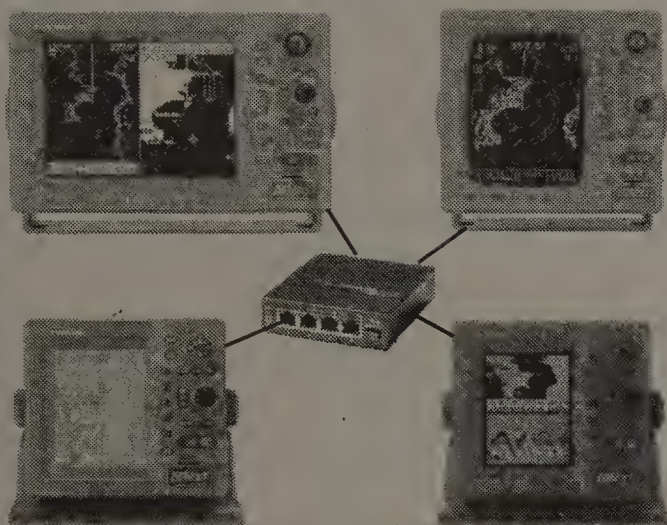
"Sunday May 30, 1999.

"Had an incident in San Pablo Bay with the tugboat Titan at approximately 1900 local. Noticed Titan approaching from about 1.5 NM off my starboard bow. Her course eventually appeared to be crossing my course from my starboard to port. With Titan about .5 NM away, I altered course about 20° to starboard to make an obvious gesture, and so that we would pass port to port. Titan appeared to alter her course to her



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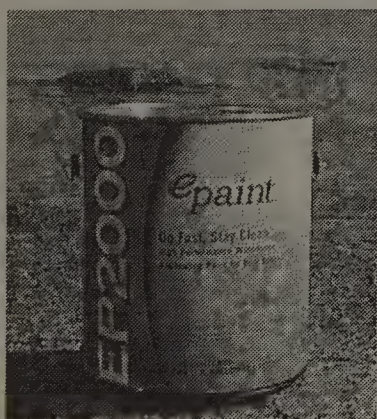
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LETTERS

port, having all appearances of now being on a collision course. I altered course again, another 20° to 30° to starboard. *Titan* then altered her course again to maintain an apparent collision course. *Titan* appeared to be running me down!

"I then altered course to my starboard so that my final course was now 90° to *Titan*'s. At a distance of about 30 to 40 yards, *Titan* finally veered to her starboard, the skipper waving his hands, as if he were angry with me. I don't understand it. I was never in a position of being a danger to *Titan*. I cannot explain the reasons for the skipper's actions."

Immediately following the incident, I called the Coast Guard Group San Francisco on VHF channel 16. We then moved off to channel 22, where I reported the incident. I was then asked to call the Coast Guard at 510-437-3073 where I again reported the incident. My location at the time was approximately 38° 02.391, N, 122° 19.758, W. I have kept a copy of my track in the Cap'n track files.

As with Mr. Wijzen, I was outside of the marked channel, as I routinely cut the corner when traveling between Carquinez and The Brothers. There was no other traffic in the area, and absolutely no reason whatsoever for the tug to maneuver that close to my boat.

Ed Johnson
Dakota, Hunter Passage 42
San Francisco

Ed — Given that you recorded the incident as it was happening, we find it very difficult to doubt you. Perhaps some of the skippers of tugs aren't quite as professional as we thought. If there are many more reports such as yours and Wijzens, perhaps the tugs need to paint big "How's My Driving? Call 1-800-987-6543" on the sides of their stacks.

↑↓TUGS AND SUCH

In response to your request for info on tug skippers possibly making trouble, I can also say that I've never had a less than professional experience when encountering a tug in the bay. I have sailed both the Chesapeake and San Francisco Bays with no bad experiences. My most recent encounter happened last fall when sailing with a great friend/teacher/sailor, Mike Joyce off of Alcatraz. We were on a starboard tack heading toward The Rock when approached by a Foss tug. Following the rules of tonnage, we were about to change course when the skipper of the tug changed course around us without a word. We waived thanks to the tug and continued on.

We need to give the big guys a wide berth, or else it's kinda like cutting off a semi with a Pinto!

Joe Mihalick
Boatless In Manteca

↑↓WANTING TO DO FUN RACES IN THE CARIBBEAN

Having had the fortune to sail the west coast of Mexico for three winters whetted my appetite to explore the Caribbean. Acting upon that silly notion two years ago, a couple of friends of mine trucked my boat to Florida and we sailed to Cuba. It was absolutely great, as many of your readers and *Latitude* had attested.

Now that my boat is residing in the Florida Keys, some of my crew and myself are wanting to do some of the fun races in the Caribbean — such as the Pineapple Cup, Antigua Sailing Week, and so on. My boat is a Doug Peterson 38-ft fractional rig racing boat, which is both a great performer and fun to sail. My issues are that I am just a regular sailor, mean-

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LETTERS

ing I don't have deep pockets. Therefore, we'll either have to do it on a cost-shared basis or charter the boat out for some races to be able to keep up with expenses. Having done neither before, I'm looking for ideas/data/experiences from sailors who have had racing charter experience, either chartering their own boats or bare boat chartering other boats.

The most difficult issue I am facing is coming up with reliable numbers to tell my friends or interested parties how much they should have to expect to pitch in. I would welcome any advise from your readers, as well as the venerable Wanderer in this regard. The replies can either be a letter in *Latitude* or to me at utkans@yahoo.com.

Utkan Salman
Brown Sugar, Peterson 38

Utkan — We have fond and humorous memories of Brown Sugar, as she was born at about the same time as *Latitude*. In fact, we were at the Ala Wai in '79 when she finished first in Class D of the TransPac. The owner had a little problem getting the crew to pack a chute, because one of the crew — who has gone on to enormous success in the racing world — had been sitting on the bow pulpit taking a last dump of the race when the chute collapsed and swept across his bottom. The result was a noticeable brown streak on Brown Sugar's chute that nobody wanted to go near. And who could forget the Big Boat Series protest in which the boat's owner, furious about coming out on the short end of a protest, dashed across the club to put a choke hold on the opposing skipper. Those memories get better with every passing year.

Where were we? Oh yeah, financing a racing program in the Caribbean. It's impossible to say how much it would cost because you haven't told us anything about the boat or what you have in mind. How grand prix are you going to race? Will you need any new sails, and what kind? Are you going to sail the boat to the Caribbean and back yourself, or will you have it shipped or delivered by a professional? Are you willing to pick up most of the expenses, or are you hoping to split all costs evenly? How good a racing record do you have? How affluent are your friends?

Off the top of our heads, we'd suggest a three event circuit starting with the Heineken Regatta in early March, the BV Spring Regatta in SSS, and topping it off with Antigua Sailing Week starting at the end of April. The prospects of chartering your boat to someone other than a close friend for one of the events is probably nil, as your boat is an unknown quantity in that part of the world and probably not optimized for the Caribbean Handicap System. It doesn't help that a 38-footer is a little small for many people to sleep on, so there would also be hotel bills for at least some of the co-charterers. Worst of all, folks who just show up can usually get rides — plus the usual crew swag — for free.

We wish we could paint a rosier picture for you, but we think we've be misleading you.

↑↓THE PEOPLE AT THE ST. FRANCIS YC WERE GREAT

I'm just back in Smogville after another Big Boat Series delivery. While suffering the usual boat-partum-ocean-separation anxiety, I'm also suffering from another form of confusion. Maybe those people in the red-roofed building just downwind of Crissy Field can clear it up by answering one simple question: Who are you and what have you done with 'Frank House of Hospitality'?

For four of the last five years, I have taken a boat from Southern California up to the Bay for the Big Boat Series. The trip north is generally cursed. Headwinds, steep wave



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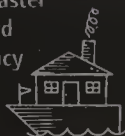
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LETTERS

fog, and mechanical problems combine and take their toll. I have been creamed at Conception, pureed at Point Sur. But by far the biggest hurdle, the one which generates nightmares year after year, has been pulling into the guest docks at the St. Francis YC. For three of the last five years, I have been treated like a redheaded stepchild. To say that the welcome was not warm would be an understatement. It's sort of as though I've been a soft white fur baby seal with big eyes and they have been men in boots with bats. The crew and I even had a pet name for the facility: Frank's House of Hospitality.

So this year, after spending the last 20 hours changing filters and swallowing diesel — contaminated fuel tanks suck — all I wanted from the St. Francis YC was a safe place to tie up, a hot shower, and a few hours sleep. From my previous experiences at Frank's House of Hospitality, I knew not to get my hopes up. And wow, was I surprised!

Patrick, the dockmaster, was incredibly helpful and accommodating. And the people inside the club couldn't have been nicer or more professional. To say that the welcome was warm would be an overstatement. But let's put it this way: it's as though I were a baby seal with soft white fur covered in stinking diesel which made my eyes red, and they were Greenpeace. Nice.

To everyone at the St. Francis YC, thank you. I know it's not in your job description to make us delivery guys feel at home. Nor should it be. Year after year you all go above and beyond just to pull off the Big Boat Series. This year you went even further. Again, thanks.

One problem, though. What am I going to call that place now?

Thornton Reese
San Pedro

↑↓ MEXICAN INSURANCE IN MEXICO

Although I've never filed a claim with either, after one year an American insurer, and then a British insurer, cancelled coverage on my Cal 36 based in San Carlos. The boat surveyed fine two years ago and is in good condition.

Do American-owned boats based in Mexico use Mexican insurance companies? Is the problem with the age of my boat or her location — or both? We use the boat for cruising in the Sea of Cortez and had coverage for as far south as Puerto Vallarta.

Ralph Deeds
Birmingham, Michigan

Ralph — It's been a few years, but we know some boats in San Carlos damaged by hurricane Ernesto had Mexican insurance, and mostly felt their claims were handled fairly. Anybody else have any experience?

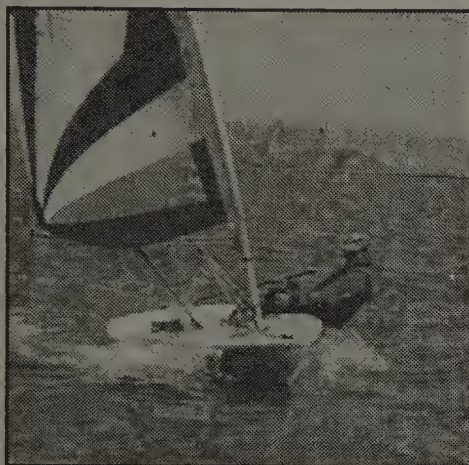
We can't imagine that either your boat or her location is a problem. It's just that insurance companies drop out of markets from time to time for a variety of reasons. September 11, believe it or not, was probably one of them.

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

Sail-a-Small Boat Day

Saturday Dec. 7, 2002 from 11 AM to 4 PM

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On Saturday Dec. 7, the Richmond Yacht Club invites you to Sail-A-Small Boat Day. This is your opportunity to try out more than fifteen different small boats on San Francisco Bay — absolutely free. Our goal is to get you out on the water, sailing in some of the finest conditions you will find all year.

Come experience some fast and fun dinghy sailing. You can try sailing in 29ers, International 14s, 505s, FJs, El Toros, DeWitts, Ultimate 20s, Bytes, Mega Bytes, Lasers, Sunfish, Thistles, Lightnings, International Canoes, Wylie Wabbits and Snipes.

Whether you are looking for the unsurpassed exhilaration of a small one design dinghy like the 505, where the boat planes over the waves at more than 10 knots, or you want the mental challenge found in large fleet racing, like the El Toros and or Lasers, where you match tactics and strategy on a constantly moving playing field, you can find it all at Sail-A-Small Boat Day.

Starting at 11 in the morning until 4 in the afternoon representatives from all the classes will be available to show you their boats on display in the boat yard and then get you into the boats already in the water. You'll get a chance to sail in the RYC harbor and in the Potrero Channel — the very best for warm and sunny midwinter sailing.



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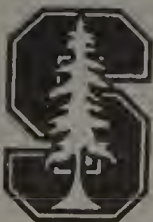
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LOOSE LIPS

The need for reed.

"I was in Peru in June on a tour with Crow Canyon Archeological Center at the time of their winter solstice," writes



PETE BOYCE

Peruvian reed boat on a screaming run. Note the Viking-like figurehead.

Pete Boyce of Manteca. "We watched the sun rise that morning at Machu Picchu, and sure enough, the sunrays came through the window and lit up the stone in a chamber of the Sun Palace, as it has done for centuries."

Several days later, the tour arrived at Lake Titicaca, at 12,000 feet the highest navigable lake in the world. "Even though it was several days after the 'Sailstice', I tried to do my part by ghosting along in a reed sailboat on the lake," continues Pete. "As you can see, even the sail is made out of reeds. I don't know how boat or sail would fare in a real blow, but sculling is the means of power in no wind."

Reality show.

Sailboats have been in declining attendance at the Cow Palace's San Francisco Sports and Boat Show for several years and will now disappear altogether. The sailboat dealers we know of are opting to attend the new Northern California Boat Show at the Alameda County Fairgrounds in Pleasanton January 24 to February 2. The Cow Palace show was an institution and the Bay Area's winter sports and boat show for 60+ years. Now you will find sailboats and the rest of the marine industry in Pleasanton. Cow Palace show organizers says they'll be announcing a new spring show soon.

On a semi-related subject, fall is traditionally boat show 'season' across the country. And reports coming in from Newport, Rhode Island, to Newport Beach, California, reveal an active boat market despite the general national economy.

While backlog has been reduced and new boat sales have slowed down, there are still lots of boats being sold. Experts are still debating the 'why' of this phenomenon. Perhaps people find a boat a 'solid' investment that provides 'happy' returns. Perhaps people have decided not to postpone their dreams. Maybe sailing provides a needed escape or re-

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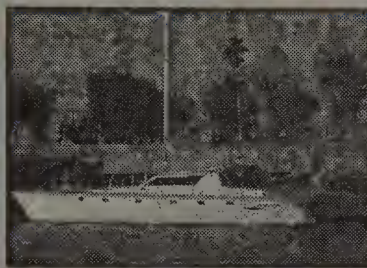


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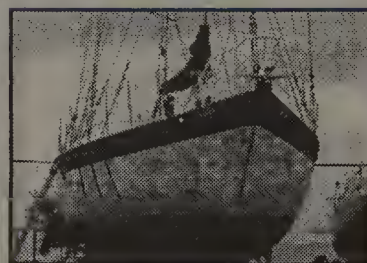
56' Custom Cat
1997
\$425,000



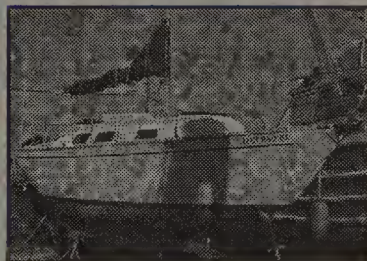
45' Roughwater Ketch
1984
\$115,000



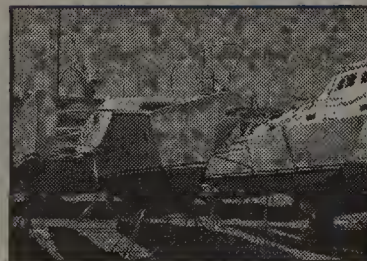
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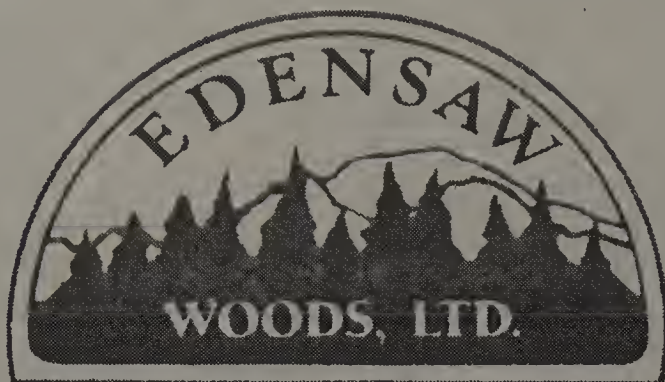
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LOOSE LIPS

spite from the global scenario.

The Annapolis Boat Show continues to be the granddaddy of U.S. boat shows, and we spotted a number of West Coast dealers on the docks. Despite the fact that it rained, that attendance was down, and that there was a sniper on the loose, the major manufacturers reported brisk sales, in many cases matching or surpassing their best years.

El Niño — to be or not to be?

According to the *Pacific ENSO Update*, recent climate anomalies in Micronesia and the central Pacific indicate that El Niño is occurring. "The future strength and duration of the current El Niño event is not known, and a suite of international computer forecasts are split roughly 50-50 on the further intensification of El Niño in 2002," says the quarterly bulletin. 'ENSO' is short for 'El Niño-Southern Oscillation', and the *Bulletin* is put out by the ENSO Applications Center, a pilot project established to conduct research on climate variability related to the ENSO cycle.

"Although there is considerable uncertainty in the forecasts about the timing and intensity of the peak of this warm episode," the report continues, "all forecasts indicate that it will be much weaker than the very strong 1997-98 El Niño."

Clean water grants.

Since 1998, Boat/U.S. has awarded more than \$44,000 in grants to non-profit boating clubs and community groups to fund projects that encourage clean boating practices and pollution prevention. And they're at it again. The Boat/U.S. Foundation for Boating Safety and Clean Water is now accepting proposals for 2003 Clean Water Grants. Each recipient will receive up to \$2,000.

Past grants have been awarded for projects to educate boaters about clean fueling practices, encourage sustainable fishing techniques, raise awareness about watershed pollution prevention, and remind waterfront user groups to dispose of trash properly. "We're always on the lookout for resourceful and imaginative projects that will serve as models for other groups to follow," said Margaret Podlich, environmental director for the Boat/U.S. Foundation.

The deadline for groups to submit proposals for 2003 Clean Water Grants is February 1, 2003. To learn if your group qualifies under the grant program, to download an application, or to see examples of past Boat/U.S. Foundation Clean Water Grant projects, visit www.BoatUS.com/foundation.

Strange quirk of fate.

After the *Titanic* disaster in 1912 — and a horrible November storm that decimated Great Lakes shipping the next year — U.S. ships were required to fit lifeboats for all aboard, and have the necessary crews to man them. Even if they hadn't been originally designed to accommodate them. When the steamer *Eastland* rolled over at her wharf on the Chicago River in 1915, killing 840 people in the deadliest single-ship disaster in Great Lakes history, some blamed the accident on the weight of all the extra lifeboats and davits that had been retro-fitted to her upper decks.

Can you gift-wrap that?

One of the potential gifts to make the "Fantasy Gift" list in the Neiman Marcus Christmas catalog is the Talaria 29, a chic new 29-foot jet boat built by The Hinckley Company. Personally, we would rather have seen (or received) any of Hinckley's lovely sailboats, but apparently our fingers have slipped off the pulse of money-is-no-object holiday buyers.

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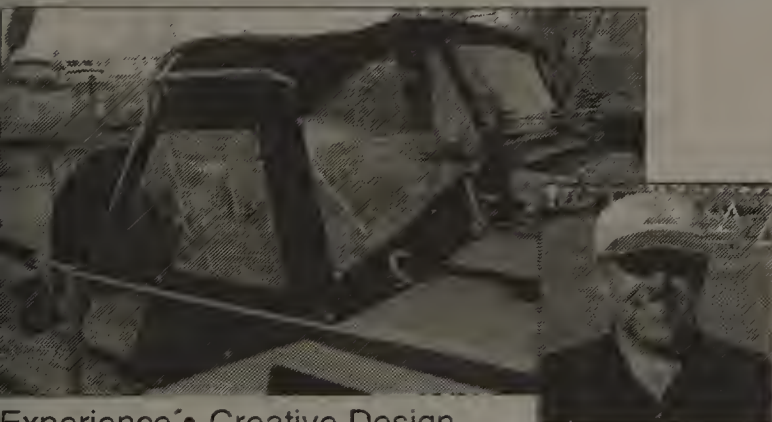


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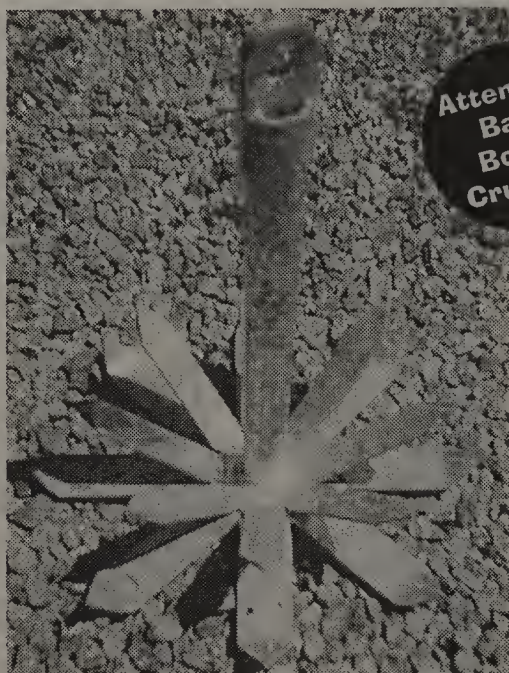
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LOOSE LIPS

As described on page 128 of the catalog, a built-to-order Hinckley T29 R starts at \$258,500 and includes a scale model to wrap and put under the Christmas tree. The package also includes launching and commissioning and personalized instruction in maintenance and operation upon delivery of the boat. Katie Couric, who 'reviewed' the boat on a segment of the *Today* show, is not included in the deal.

In addition to the boat, other fantasy gifts in the catalog include a \$3 million collection of Andy Warhol portraits, a \$15,000 bamboo hut from Bali, a \$300,000 diamond collar, a limited-edition Burberry London Taxi and — our current favorite — personal 'action figures' made to look just like you. You can catch the whole catalog by logging onto www.neimanmarcus.com.

Idle ships, on the water.

Giants fans felt it during the first home game against the Angels — thousands of disposable cameras that were to be given away were still aboard a cargo ship in L.A., delayed by the longshoreman strike. The rest of us will see the results in the coming holidays as 'back ordered' items in our favorite stores and increased costs of other items as many retailers resorted to more-expensive air freight deliveries. As of mid-October, the 200 or so ships anchored in California ports were said to be carrying enough freight to fill more than 650,000 tractor trailers.

The big chill.

Contrary to what you might think, the majority of freeze-related boat damage insurance claims come from warm-weather states. And California leads that list, followed by Florida, Texas, Louisiana, Alabama and Georgia. The reason may have to do with boaters in 'warm' states thinking "it won't happen here", while residents of cold-weather states are used to 'winterizing' their boats. If freezing weather is expected (or even just possible) where you store your boat, you might want to send for Boat U.S.'s free guide *Winterizing Your Boat*. It's mainly aimed at small motor craft, of course, but many tips apply equally to auxiliary-powered sailboats. We recall the damage a spell of freezing weather did here in the Bay a few years ago — in the months following, a row of ruined engines started showing up outside a local engine dealer. In all of them, the cooling water froze, expanded and cracked the blocks — rendering them scrap metal.

A pretty good story.

In the early days, Great Lakes ship builders adopted the custom of naming passenger cabins after states of the union. The largest of these, naturally, was the 'Texas', while presumably the smallest might be the 'Rhode Island'. (The large structure under the bridge of present-day Great Lakes ore carriers, which houses the captain and officer's quarters, is still called the 'Texas'.) That quaint custom is gone, but — according to lake historians, anyway — the practice lives on in the word 'stateroom'.

Jet skis irritating even to legal system.

Awhile back, jet skis (aka 'personal water craft') were banned from most of the Marin County coastline. However, a Marin County Superior Court judge tossed out the ban. The State Appellate Court reinstated it, and the State Supreme Court has backed that move. The only recourse for the jet ski people now is the U.S. Supreme Court. They'll probably get heard right after those two guys who will still be arguing over Barry Bonds' 74th home run ball.

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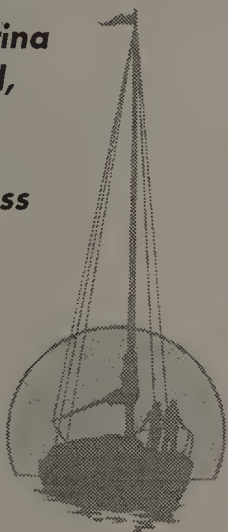
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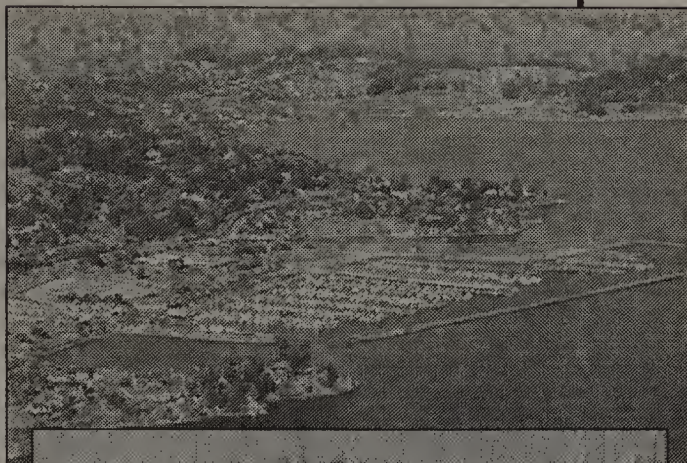
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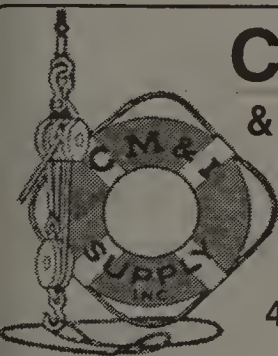


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SIGHTINGS

around alone — together again

A week into Leg 2 of Around Alone, the five-leg, 28,000-mile singlehanded race around the world, one competitor was out, one was dismantled and — count 'em — eight boats were anchored in Spain. That meant only 4 of the 13 boats that started this race in New York in mid-September were actually sailing. In one of the more unusual developments in long distance racing, all Class II boats and one Class I boat had chosen discretion as the better part of valor: rather than get pounded by a huge storm system rolling west into the Bay of Biscay, they decided to run for cover and wait it out. Class II's Brad Van Liew's *Tommy Hilfiger Freedom America*, Duncan Gladman's *Canada Challenge*, Derek Hatfield's *Spirit of Canada*, Tim Kent's *Everest Horizontal*, Alan Paris' *BTC Velocity*, Kojiro Shiraishi's *Spirit of Yukoh*, and Bruce Schwab's Class I 60-footer *Ocean Planet* all ended up in the picturesque port of Bayona, Spain, while John Dennis' 50-ft *Bayer Ascensia* was a couple-hour drive to the north in La Coruna, and Simon Bianchetti's 60-ft *Tiscali* was an hour north of that, in the small fishing port of Carino. All incurred a 48-hour penalty while they enjoyed the unplanned 'holiday' ashore. But Bianchetti had bigger problems

continued on outside column of next sightings page

with sailors like this,

Last month, we reported on the strange voyage of 62-year-old Richard Van Pham, who sailed his 24-ft sailboat *Sea Breeze* out of Long Beach bound for Catalina in June. He never made it. After his boat was dismantled and his radio and motor crapped out, he started drifting — going unnoticed for 3-1/2 months before a Navy ship happened across him off Costa Rica in mid-September. He survived by eating turtles, fish and seagulls, cooking them by burning wooden trim from the boat.

While that story was unbelievable enough — who would have thought anyone could go unnoticed for so long in such a busy boating area? — it now turns out an almost identical scenario was playing out off the East Coast at the same time!

On July 19, a month or so after Van



who needs fiction?

Pham set sail, 43-year-old Terry Watson was sailing his 23-foot boat around the Florida Keys when he, too, entered the Twilight Zone. He was reported missing by a buddy-boater a week later, but an ensuing search of 8,000 miles of ocean turned up no trace of him or his little *Psedorca*.

Two months and three weeks later, on October 10, a charter fishing boat came upon Watson about 40 miles off Little River Inlet, which is located near the border between North and South Carolina. Severely emaciated and at times incoherent, Watson was airlifted to a hospital in Georgetown, where about all reporters could get out of him was, "The Coast Guard is very nice. I'll be all right. I wouldn't mind some chocolate pudding."

around alone — cont'd

than a time penalty. On October 20, his mast exploded in heavy weather. It was unclear at presstime whether he would continue in the race. Unlike the Volvo Ocean Race, where boats can drop out and be shipped to the next start, Around Alone competitors must finish each leg to continue on to the next. He has until December 8, the start of Leg III, to get to Cape Town.

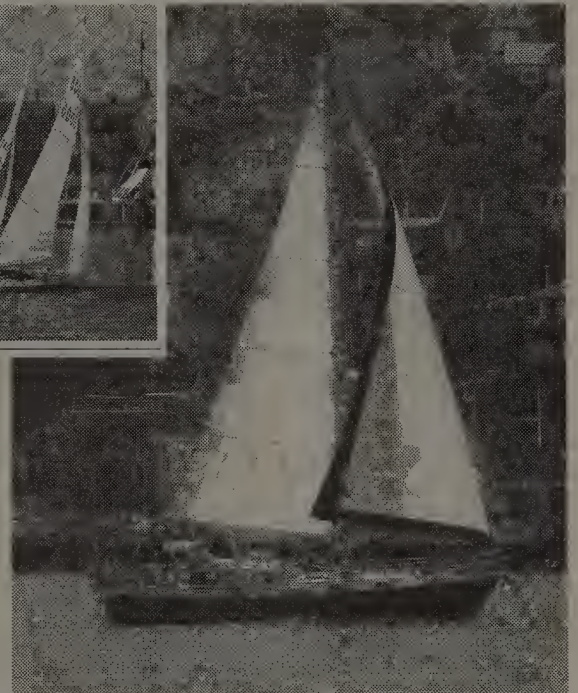
Meanwhile, the four boats still at sea, all Class 1 60-footers, were battling both the elements and one another. Although Bernard Stamm (*Bobst Group/Armor Lux*), Thierry Dubois (*Solidaire*), Emma Richards (*Pindar*) and Graham Dalton (*Hexagon*) had gotten far enough south to escape the very worst of it, they still endured two full days of dreadful conditions, with both Stamm and Richards reporting a steady 72 knots on instruments at one point. All reported huge seas.

To catch you up, Around Alone 2002-2003 started in New York Harbor on September 15. After a slushy first week served up by the remains of Hurricane Isadore, the fleet sorted itself out and had a largely uneventful 2,930-mile run to the first stop in Torbay, England. All except for Bay Area entry Bruce Schwab, whose carbon-fiber boom on

continued on outside column of next sightings page



October traditionally offers up some of the prettiest weather — and sailing — of the year in the Bay Area. A lot of folks were enjoying this particular day in mid-month, including (clockwise from left) the lovely double-ended schooner 'Gloriana'; the Star fleet sailing back into San Francisco Marina after their race; a day cruiser ghosting along off Sausalito; and two bow riders enjoying the best seat in the house. All photos latitude/jr.



SIGHTINGS

around alone — cont'd

his Open 60 *Ocean Planet* snapped in half. While Bruce limped along under headsails alone, Switzerland's Bernard Stamm on *Bobst Group/Armor Lux* won the leg, followed by Thierry Dubois on *Solitaires* and Patrick de Radigues on *Garnier Belgium*. Schwab arrived last in class, but was scored sixth since Graham Dalton's *Hexagon* owed an 18-hour penalty for a pre-race infraction involving her qualifying sail.

Atop Class II (40 and 50-footers), Marina del Rey's Brad Van Liew aboard *Tommy Hilfiger Freedom America* massacred the competition, finishing almost three full days ahead of the second boat, Derek Hatfield's *Spirit of Canada*. Tim Kent's *Everest Horizontal* — a Jim Antrim design built in Northern California — finished third.

Leg 2 was to begin at noon on October 13, but — ironically — was delayed 24 hours by the forecast of heavy weather. It was good news for Schwab, whose replacement boom had arrived later than planned and who was not ready to leave. Even so, round-the-clock work kept him from joining the other 11 boats at the Monday noon start. *Ocean*

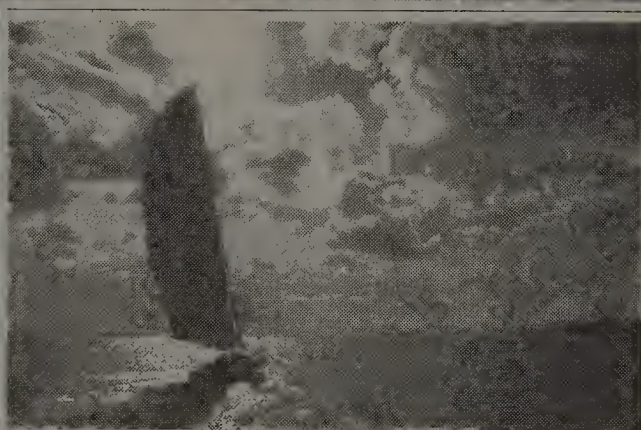
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AROUND ALONE

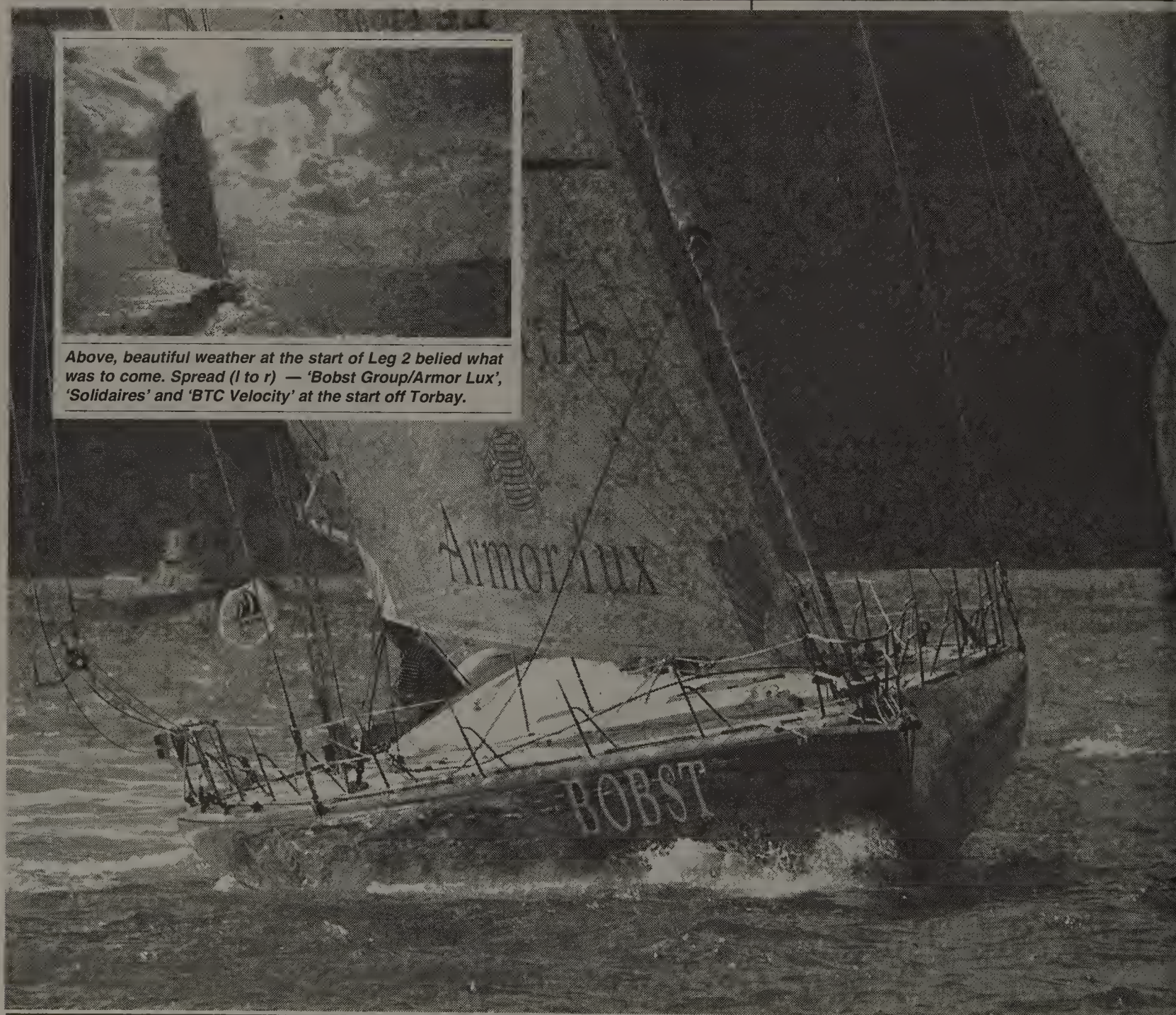
CLASS I (60 feet)	boat	skipper	country
1.	Bobst Group/Armor Lux	Bernard Stamm	Switzer
2.	Solitaires	Thierry Dubois	France
3.	Garnier Belgium	P. de Radigues	Belgium
4.	Pindar	Emma Richards	Gri. Bri
5.	Tiscali	Simone Bianchetti	Italy
6.	Ocean Planet	Bruce Schwab	USA
7.	Hexagon	Graham Dalton	N. Zeal

CLASS II (40-50 feet)	boat	skipper	country
1.	Tommy Hilfiger Freedom America	Brad Van Liew	USA
2.	Spirit of Canada**	Derek Hatfield	Canada
3.	Everest Horizontal	Tim Kent	USA
4.	Bayer Ascensia	John Dennis	Canada
5.	Spirit of Yukoh**	Kojiro Shirashi	Japan
6.	BTC Velocity**	Alan Paris	Bermu

* includes 18-hour penalty for pre-race infraction



Above, beautiful weather at the start of Leg 2 belied what was to come. Spread (l to r) — 'Bobst Group/Armor Lux', 'Solidaires' and 'BTC Velocity' at the start off Torbay.



LEG 1 RESULTS

finish date/time	elapsed time
9/26, 14:33 UTC	10d,22h,18m,38s
9/27, 1:17 UTC	11d,9h,2m,28s
9/29, 5:53 UTC	13d,13h,38m,18s
9/29, 6:06 UTC	13d,13h,51m,18s
9/29, 9:50 UTC	13d,17h,53m,53s
10/1, 12:05 UTC	16d,1h,34m,17s
10/1, 17:49 UTC	16d,8h,49m,5s*
9/30, 8:42 UTC	14d,16h,27m,49s
10/3, 00:40 UTC	17d,8h,25m,36s
10/3, 4:55 UTC	17d,12h,40m,4s
10/3, 23:45 UTC	18d,9h,47m,36s
10/7, 18:13 UTC	22d,1h,58m,10s
10/8, 2:48 UTC	22d,10h,33m,48s

** 40-ft boat. All others in Class II are 50 feet.

around alone — cont'd

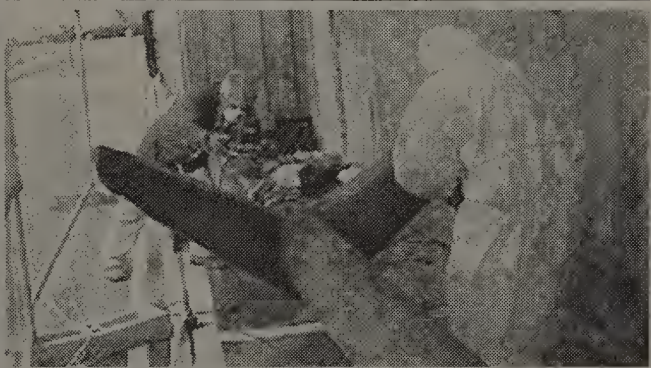
Planet was finally underway four hours later.

Two days after the start, Dalton's *Hexagon* led Class I through rapidly deteriorating weather in the infamous Bay of Biscay. He was followed closely by *Pindar*, *Solidaires* and *Bobst Group*. Stamm was out the furthest, trying to get some westing in to have a better wind angle on his competitors when the full force of the low steamrolled over them.

"The biggest problem of this storm was that



COURTESY TOMMY HILFINGER



BRUCE SCHWAB

Above, Bruce Schwab and a dedicated crew of volunteers worked around the clock to assemble his new boom. Left above, Brad Van Liew bids farewell to 6-month-old daughter Tate before Leg 2.

there were very few options as to what to do about it," said Class 2 leader Brad Van Liew. "Because we'd just started, we had very little time to maneuver around for the correct side of the beast." As a result, he and the entire Class 2 fleet headed for port.

Out on the race course, *Bobst Group-Armor Lux*, *Pindar* and *Solidaires* were locked in a three-way battle in near survival conditions, with Stamm's early westing paying off in a better wind angle on the other two. Dalton had faded back after reporting being injured when a stereo speaker ripped out a bulkhead and clobbered him on the head and back.

The four leaders stuck it out, though, and amazingly avoided any serious damage. At presstime, *Bobst* held a comfortable 250-mile lead, while *Pindar*'s Emma Richards — who's sailing an amazing race after a breakage-plagued performance in Leg 1 — is locked in a duel for second with Dubois. Dalton remained within striking distance in fourth.

The landlocked Class II boats all took off to resume racing on October 23, with Van Liew once again assuming the lead. Schwab remained in port an extra day to complete some last minute repairs he didn't have time to get to in Torbay. He finally took off on the 24th with, as he put it, "a long way to go to catch up."

The first boats to finish the 6,880 mile leg to Cape Town are due to arrive around November 8. After three weeks of rest and repair, they take off for the 7,125-mile leg across the Southern Ocean to Tauranga, New Zealand. Leg 4 — at 7,850 miles the longest and perhaps most dangerous (it rounds Cape Horn) — ends in Salvador, Brazil. The final leg brings the fleet back to New York, where the first boats are due to finish about mid-

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SPREAD AND INSET: WWW.MARINEPICTURES.COM

SIGHTINGS

around alone — cont'd

April.

We can't leave this report without mentioning the boat that was pulled out of the race after Leg 1, Patrick de Radigues' Class 1 entry, *Garnier Belgium*, which finished the leg in third place. For the first time in memory, the reason had nothing to do with the boat, the gear or the health of the skipper. The sponsor, *Garnier*, pulled the boat out of Around Alone so it could sail in November's Route du Rhum. "It was more in line with their corporate objectives," noted a press release in perhaps a grim foreshadowing of the future of Around Alone.

As long as there are boats still sailing, stay tuned for Around Alone updates in future issues of *Latitude 38*. In the meantime, log onto the race's excellent website, www.aroundalone.com for daily summaries and updates from the skippers. For more on Schwab's Bay-based effort — he's the only American in Class 1 sailing the only west coast designed and built Open 60 in the race — go to www.oceanplanet.org. Bruce is doing a great job of supplying photos and log entries on an almost daily basis.

sibling revelry — sisterships for work and play

The first WylieCat 30 — an imaginative blend of a modern hull shape with a (modernized) catboat rig — was launched 10 years ago. And like her namesake, *Mustang Sally* has been 'runnin' all over town' ever since. She is still quick and simple to rig, and easy and forgiving to sail. More importantly (at least for this article), she has proven that a freestanding carbon fiber mast is about as durable and user-friendly a rig as you'll find. In light air, the large, fully-battened, high roach (no backstay to get in the way) mainsail coaxes every scrap of wind into useable power. As the breeze builds, the tip of the mast bends off to leeward, automatically flattening the sail and spilling power aloft — essentially adjusting itself. The only line the skipper has to deal with is the mainsheet. There are no runners, no jibsheet, no cunninghams, no flatteners — and the wishbone boom acts as its own vang. Think of it as kind of an automatic transmission for sailboats.

Tom Wylie, creator of the 30 — as well as such diverse designs as the Wylie Wabbit, Wylie 39 (no two of which have been built alike), the 70-ft ULDB *Rage*, the 65-ft cruising boat *Saga* and many others — has continued to employ the freestanding rig in other designs, notably Michael Katz's lovely WylieCat 48 *Ahava* — one of the most frequently sailed boats in the Bay — and Bruce Schwab's Open 60 *Ocean Planet*, which is currently competing in Around Alone, the singlehanded race around the world.

A year and a half ago, Wylie partnered up with boatbuilder Dave Wahle and sailor/racer extraordinaire Skip Allan to begin building a new boat with a new mission: a light-displacement 65-ft cat ketch that the trio hopes will strike a chord with the scientific community as the next logical step in research vessels. As the project took form, one of the more interested folks to drop by the WylieCat shop in Watsonville was Randy Repass, founder and CEO of West Marine. He liked the boat so much he commissioned a sistership for future cruising. Here's a quick look at two of the more interesting boats due for launch next year.

Derek M. Baylis

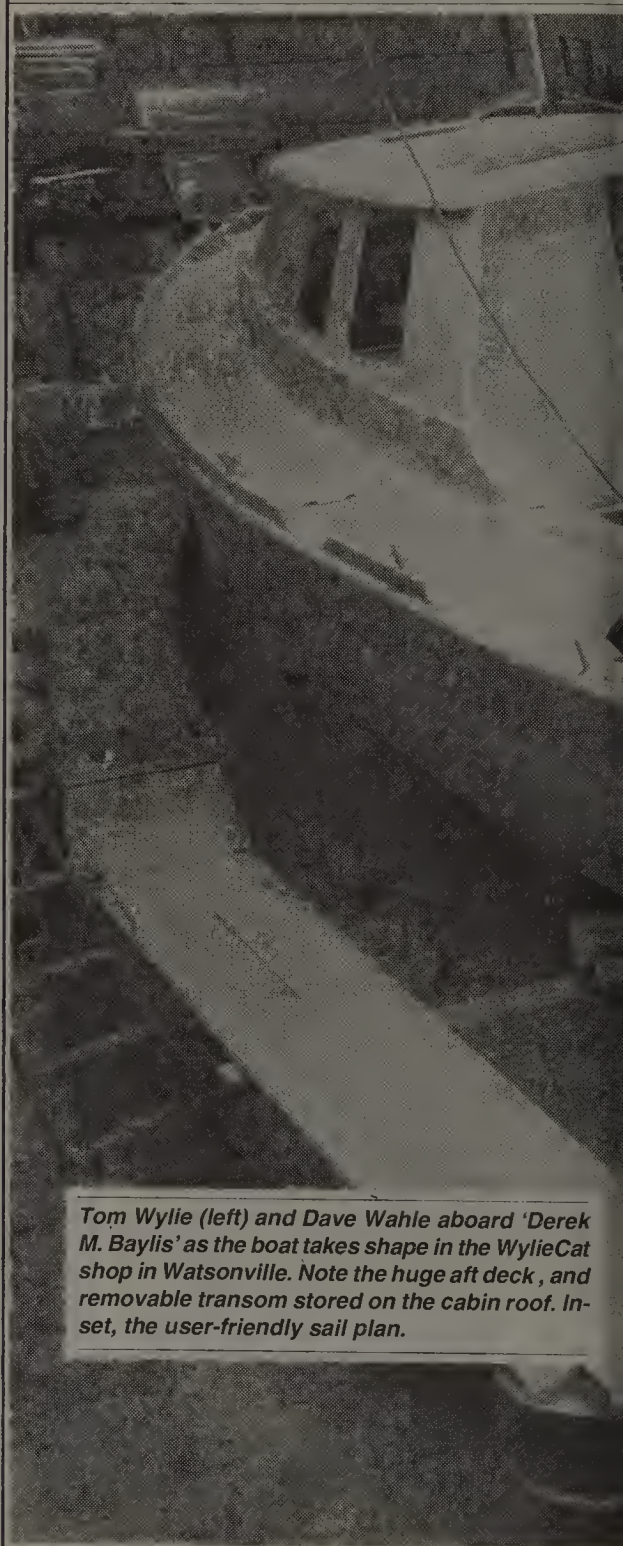
It's been quite awhile since we've heard the word 'workboat' used in the same sentence as 'sailing.' But that's the mission for which *Derek M. Baylis* is being created. Specifically, she will function as a small research vessel suited to carry out most of the missions now conducted aboard what you might call the 'stereotypical' small research vessel — a tired, ancient, donated trawler that guzzles fuel, belches pollution and scares away half the creatures it's supposed to be studying.

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cal 40 fleet possible

After the last TransPac, someone mentioned to Wendy Siegel that the next race in 2003 would mark the 40th anniversary of the launch of the first Cal 40, and wouldn't it be neat if a fleet of them could qualify for their own start? Wendy wasn't hard to convince — her *Willow Wind* (hull #25, launched in '65) had just won the 2001 Aloha Class.

In the year or so since then, Wendy has taken it upon herself to gather that flock. She has currently contacted 10 West Coast owners, two of whom — Timm and



Tom Wylie (left) and Dave Wahle aboard 'Derek M. Baylis' as the boat takes shape in the WylieCat shop in Watsonville. Note the huge aft deck, and removable transom stored on the cabin roof. Inset, the user-friendly sail plan.

for transpac '03

Victoria Lessley on the Portland-based *Victoria!* and Stan and Sally Honey of *Illusion* — have committed to do the race. With *Willow Wind*, that makes three. There is also strong interest from several other owners, including Bill Partridge on the Richmond-based 40 *Ranger*, and Peter Schmidt of Seattle, who bought his Cal 40 *Olympian* new from the factory in 1967 and last sailed the TransPac in 1977!

Also an outside possibility — Dennis Conner, who just bought Cal 40 #1,

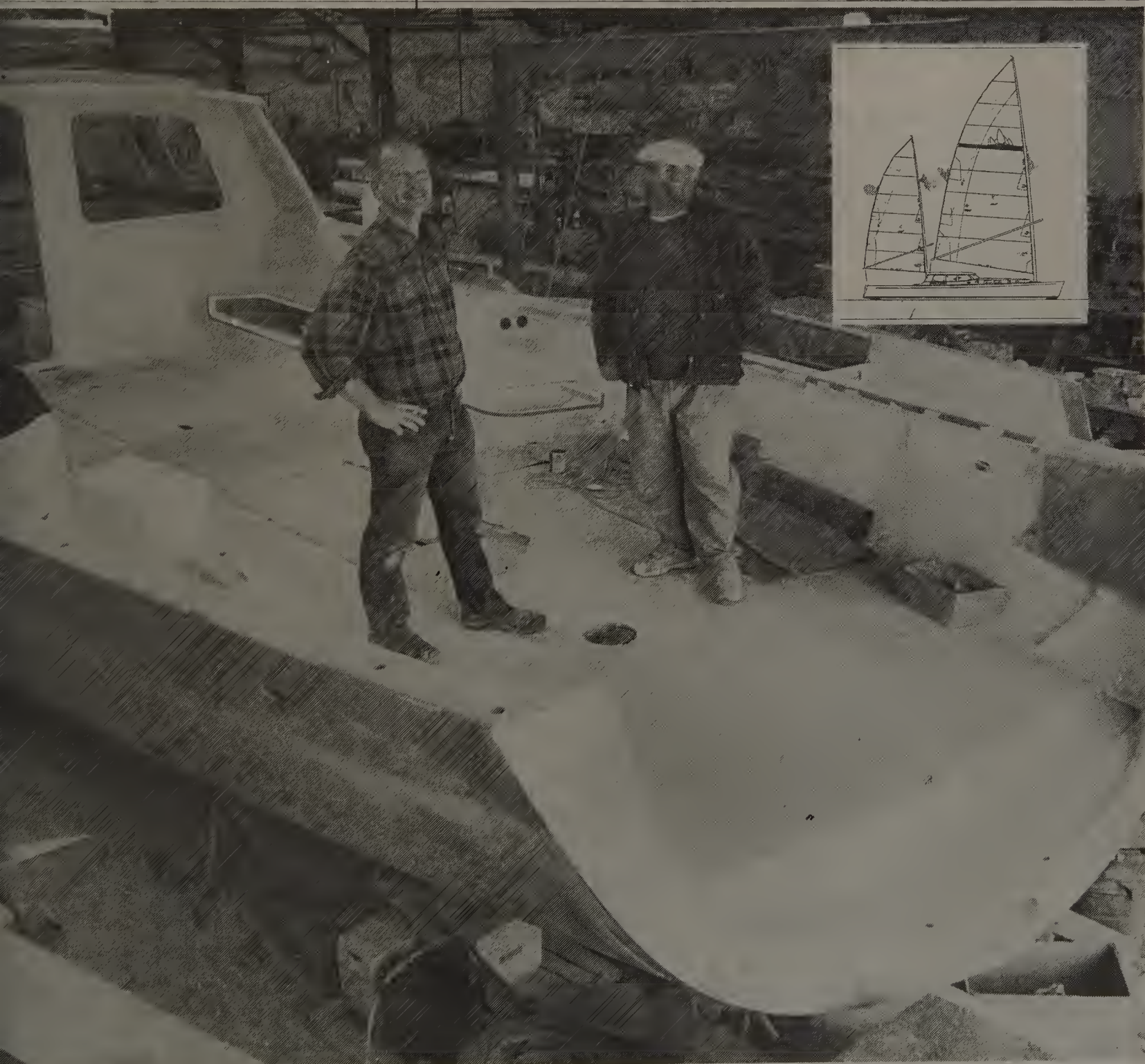
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wylie sisters — cont'd

"Sailors and researchers both enjoy the ocean and care about the ocean," says Wylie. "It's time that my world and their world met the minister and got married."

The *Derek M. Baylis* — named for the Santa Cruz sailor, marine engineer and sailing family patriarch who has been a friend and mentor to Tom, Dave and Skip for over 30 years — has many features that the boat's creators hope sell her as the 'next generation' research vessel. The first and most obvious is that she's a sailboat, so in most situations, she can be operated quietly (and economically), emit zero pollution, and peacefully monitor critters like whales in a non-threatening, non-noisy and non-obtrusive way. With her shallow-draft 8-foot fin-bulb keel and low center of gravity, rolling motion is reduced and

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sisters — cont'd

engine odors are eliminated, reducing the chance of seasickness and increasing the productivity and enjoyment of the voyage. And the boat won't waste any time getting places, either. In decent breeze, the light-displacement (35,000 lbs) easily-driven hull will meet or beat any schedule that the old trawler tubs can achieve. Under power alone, the 100-hp Yanmar turbo diesel will push her at 10 knots (12 max) for 240 miles a day for 1,500 miles — and use much less fuel doing it.

As a work platform, *Derek M. Baylis* has a number of clever accoutrements and innovations developed by Tom, Dave and Skip from their tens of thousands of miles and decades of sailing. The first thing to strike an observer is her gigantic aft deck. At 22 feet long — fully a third of the length of the boat — one can visualize all manner of scientific gear stowed and deployed from there. Aft is also the site of one of many clever innovations incorporated into the boat — a removable transom. Without it, *D.M. Baylis* looks and acts like any other modern open-transom boat and offers excellent ocean access aft. With the lightweight transom installed, and the stanchions and lifelines popped in, all of a sudden, you have the perfect, safe, enclosed space for a boatload of thermal buoys, kayaks — or schoolkids. Since the transom and cabin roof have exactly the same camber, when the former is not in use, it stores in special chocks on the latter, out of the way and all but invisible.

For short day trips, the boat is rated to carry 49 passengers, again, an ideal situation for teachers and students. On longer trips, there's space to sleep 12 passengers and two crew in four semi-private spaces and a common area. The boat can also carry 5,000 pounds of gear.

And the whole thing, of course, is wrapped around Coast Guard T-boat specs, which means crash bulkheads fore and aft, a high-pressure fire suppression and pumping system, no overboard waste disposal (three Porta-Potties with extra replacement tanks will take care of that), minimal gray water disposal and no open flames (the stove is electric).

The real 'key' to this boat's hoped-for acceptance and success, however, is the ease with which she can be handled. Which brings us back to the good old Wylie 30 rig. *D.M. Baylis'* mizzen is a slightly taller copy of that exact rig. Her mainmast is a bit taller version of the one on *Ahava*. Together, they spread a bit more than 1,500 square feet to the breeze, with no stays, no shrouds and only two winches. That means she's sailable by one knowledgeable sailor. Skip will sea trial, demonstrate and captain the boat initially, even though he's the equivalent of about three knowledgeable sailors. (Both Wylie and Wahle wanted to stress that carbon fiber is the 'secret' that really makes these rigs work. Aluminum is unsuitable because of its weight and rigidity.) Again, this is in diametric contrast to the few sailing craft that are currently engaged in scientific research. Most of these are traditional schooners, some square-rigged. While picturesque and rugged, they are about the most labor-intensive, crew-heavy type of craft in the world to sail.

How much will it cost? *Derek M. Baylis* is probably going to come in in the \$1.1 million range, but part of that is the nice woodwork going in so the boat shows well. Wylie thinks a

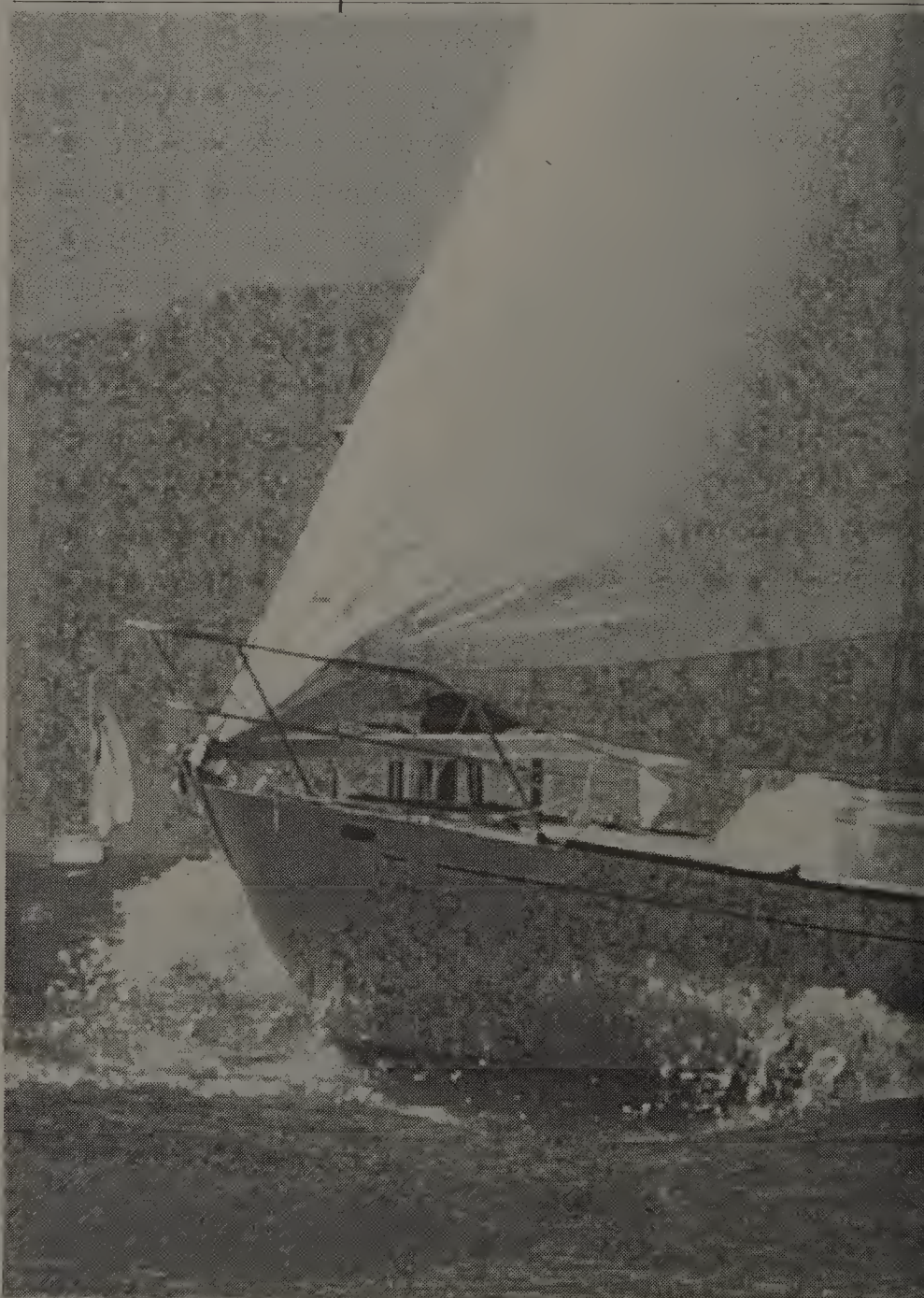
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cal 40

Persephone.

Okay, history lesson time: Bill Lapworth designed and built the first Cal 40 for George Griffith in 1963. From the start, it was a breakthrough boat and orders started coming in. By TransPac 1965, seven Cal 40s were entered. They collected six of the first seven overall positions, led by Don Salisbury's LA Yacht Club-based *Psyche*. The first two 40s also corrected out in front of the likes of *Ticonderoga*, *Kialoa II* and *Stormvogel*.

In 1967, Bob Allan's *Holiday Too*, also of LAYC, won overall — and seven of the 12 other 40s also corrected out in front of *Kialoa II*. In 1969, 14 Cal 40s competed and Mort Andron's *Argonaut* from Santa Barbara led a sweep of the first four spots



— cont'd

against a couple of brand new maxis called *Blackfin* and *Windward Passage*.

An all-time high of 16 Cal 40s competed in 1971, led once again by *Argonaut*. Cal 40 participation continued through the next two decades with rarely a year going by when at least one didn't return to the fray. Even into its golden years, the excellent downwind performance of the boat served it well — in 1985, Jim Denning's Richmond-based *Montgomery Street* once again corrected over such exotica as *Blondie*, *Swiftsure III* and *Merlin* to win overall.

Owners of any Cal 40 interested in this effort may contact Siegel at (562) 799-0250 or by email at sailingurus@earthlink.net.

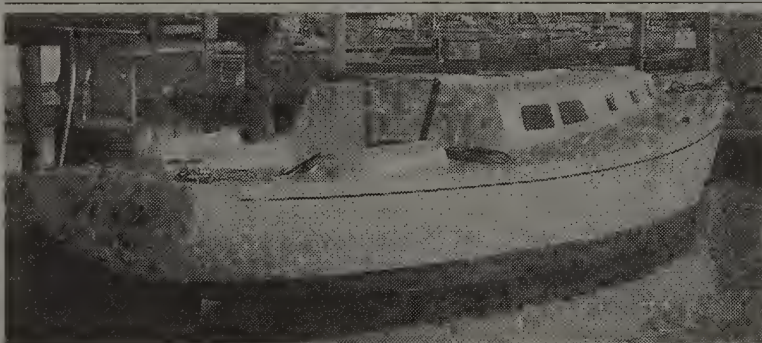
sisters — cont'd

more 'bare bones' version could go for \$800,000.

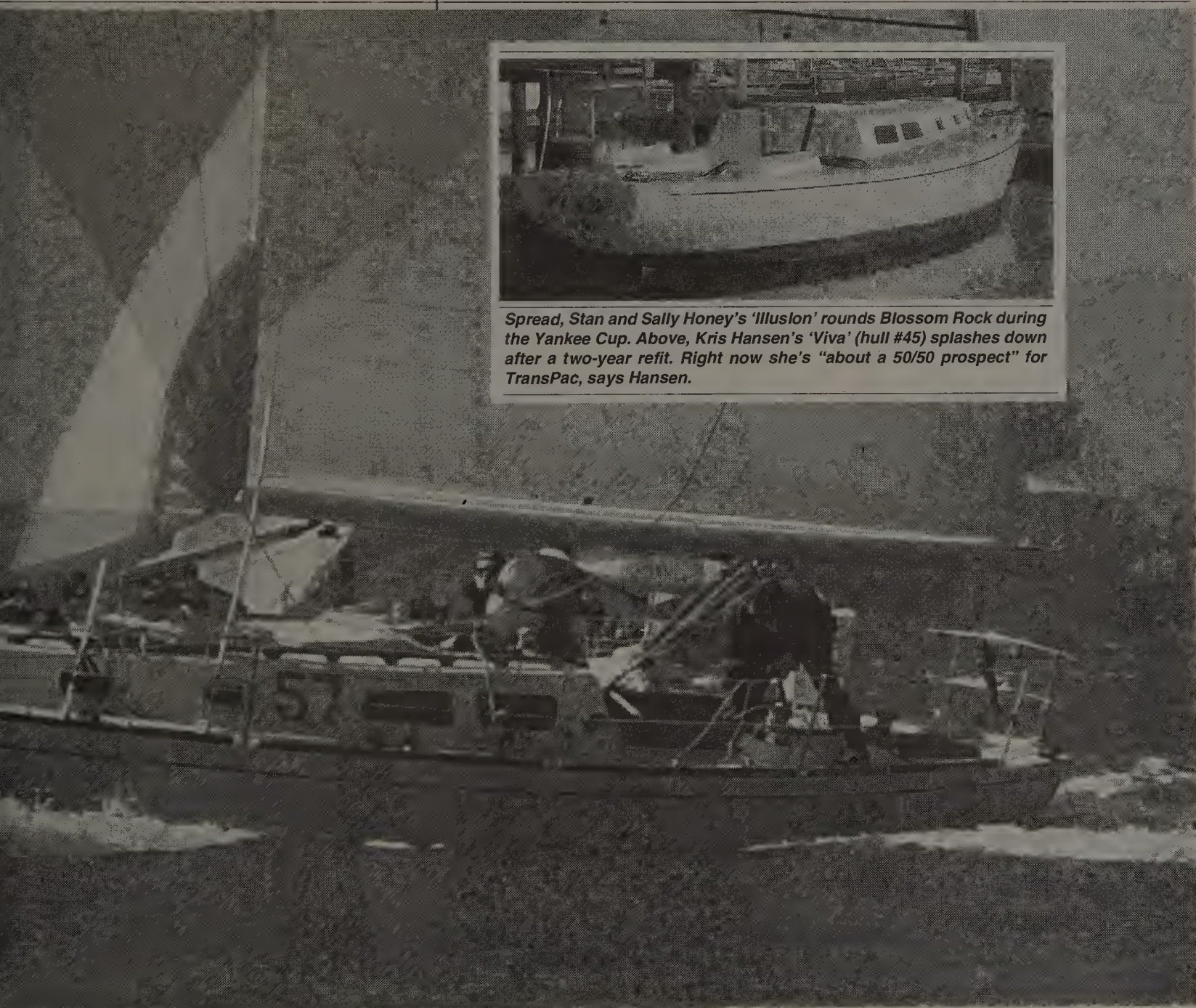
Despite the fact that the boat won't be finished for another few months (she's due to launch around the first of the year), word has gotten around and already many people — mostly sailors — are rallying with their time, ideas and checkbooks to help see the project through to fruition. One is Jon Nackerud, an old sailing buddy of Tom and Dave who, on his own time, gets down and dirty nearly every day alongside the paid crew, because he believes in the project. Randy Repass is another who Tom says has also made substantial contributions.

With no buyer waiting, this is definitely one of the bigger speculative projects to come down the pike in awhile. In a lot of ways, Wylie admits it's a nautical field of dreams. The good news at this writing is, now that it's almost built, they've started to come. Several representatives from the scientific community have expressed interest in the boat, have come by to see it, and/or have arranged 'test drives' once it's in the water. We hope to go along on at least one or two of those and bring you more on this ambitious project as it takes shape.

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Spread, Stan and Sally Honey's 'Illuslon' rounds Blossom Rock during the Yankee Cup. Above, Kris Hansen's 'Viva' (hull #45) splashes down after a two-year refit. Right now she's "about a 50/50 prospect" for TransPac, says Hansen.



SPREAD: LATITUDEJR; INSET: COURTESY KRIS HANSEN

sisters — cont'd

the sistership

The Wylie 65 currently under construction at Westerly Marine in Santa Ana, is what you might call the fun-loving sister of the *Derek M. Baylis*. When launched, probably next June, she will be the long-term cruising boat of West Marine founder Randy Repass and his family.

The Repasses have spent the last several summers exploring the Pacific Northwest on a 40-ft lobster boat — the only powerboat Randy says he's ever owned. ("Since we sell so much powerboat equipment, I wanted to learn as much as I could about them," he notes.) At the same time, he's been looking for a long-range cruising sailboat for quite awhile. But nothing currently in production suited his desires — which happened to include a pilothouse. "Someone said Tom Wylie was putting together a boat that might interest me, and since his shop is right down the road from our place in Watsonville, I went to take a look."

Repass liked what he saw. He ended up contributing some ideas and backing for the *Baylis* project — and ordered a set of plans for a 65 of his own.

playstation bags

In a seemingly endless quest to break every sailing record known to man, Steve Fossett and a crew of 13 drove the mighty 125-ft catamaran *PlayStation* to a new Round Britain and Ireland mark. The new record — 4 days, 16 hours, 9 minutes 36 seconds — beats the old one (set by *Maiden II* [ex — *Club Med*] last September) by 55 minutes. Average speed for the 1,787 mile trip (pending ratification by the World Sailing Speed Record Council) was 15.93 knots. But the boat saw a lot bigger numbers than that a day from the finish while they were off the West Coast of Ireland.

"Broad reaching in 30-38 knots, gale warnings, speed over 30 knots, just



another one

slightly faster than the rain/sleet squalls all around us" wrote crewman Howie Hamlin in a special report in the October 24 *Scuttlebutt*. "The power, loads, stress, noise, vibration, and confidence in each other is beyond description.

"Steve Fossett, Mitch Booth and I are the designated drivers on our watch. I used to think that was too many drivers. Not now — we each need a break to be at 110 percent while at the wheel. To my surprise, Steve confidently takes the wheel in these conditions and does a great job.

"All my senses are fully alert. I don't have to remind myself that this is serious shit. I love it, that is why I am here. I think we all came here for this."

sisters — cont'd

While the basic boat, rig and outward appearance is the same as the 'Baylis, Randy's as-yet-unnamed boat will have significant differences — naturally aimed more at family use and comfort than 'work'. For one thing, the aft deck will be slightly shorter — but still able to accomodate an 11-ft hard-bottom inflatable through the open transom. The boat will also have a walk-in engine room aft (with the same turbo diesel setup), three normal-size cabins below, as well as a small sea berth 'half cabin.' Construction is epoxy e-glass/foam sandwich in the hull and a balsa-cored deck.

"A lot of people get into their 50s and change from sail to power," says Repass. "They do it for ease of handling, inside steering, a raised cabin where you can look out the windows as you eat . . . This boat has all those features, and you can still go sailing."

Randy eventually plans to sail the new boat to the South Seas, where he and Sally Christine will cruise for two or three months every year. In the meantime, he's spending a lot of time at WylieCat, monitoring — and helping — the progress of *Derek M. Baylis*.

Scenes from the Jessica Cup on October 19. Among classic woodies in attendance were (below) 'Simpatico' and (top to bottom, at right) 'Yankee', 'Johanna', and 'Brigadoon'. See results in 'The Racing Sheet.'



LATITUDE/ROB



SIGHTINGS

amcup delays — what's the story?

"So what's the story with 'too much' wind causing delays and postponements of Round Robin 1?" wrote reader Randy Ross in one of several letters we received on this subject last month. "While they were announcing one postponement because the winds were too strong, the cameras were showing a 30-ft sailboat cruising around. So the pleasure sailor is out there but the top racers in the highest form of yachting can't do it? What's going to happen if the America's Cup is ever hosted in San Francisco Bay?"

Ironically, this particular letter landed on our desks on October 21, which was October 22 in New Zealand — and the first day of racing in Round 2 had once again been delayed due to too much wind!

Apparently the folks at the Louis Vuitton Media Center (check out their excellent website at www.lvcup.com) have been hearing complaints, too. On October 23, one of their writers, Peter Rusch, put together a piece that addressed the issue so well that we requested permission to rerun it here. So next time you run into the living room with brewskies and popcorn and flip the Outdoor Life Network on, all ready to watch America's Cup racing — and they're re-running an old skeet-shooting episode instead — now you'll know why.

It is easy when racing is postponed as often as it has been recently

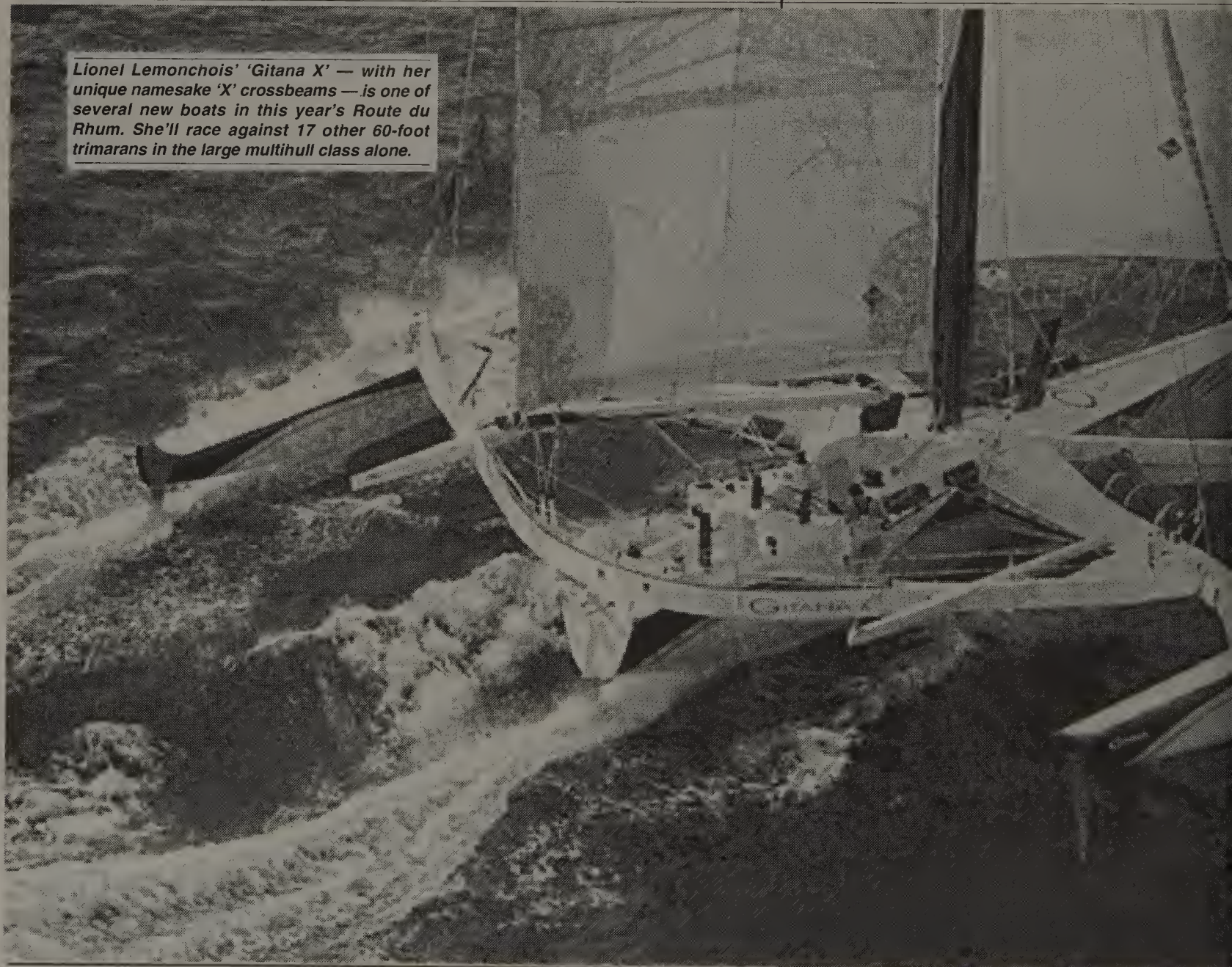
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the greatest race american

When the singlehanded Route de Rhum race starts from St. Malo, France, on November 9 (monohulls) and 10 (multihulls), as many as 60 of the world's cutting-edge sailing craft sailed by most of the premier singlehanders in the universe will cross the starting line(s). In the rest of the sailing world, that makes this 3,400-mile sprint to the French Island of Guadalupe in the Caribbean one of the most impressive fleets ever to cross an ocean — and among the largest singlehanded trans-ocean race of modern times. If not *the* largest. First run in 1978, the quadrennial (every four years) Route du Rhum has become an important rite of passage on its own, but now also serves as a precursor to the Vendée Globe, the nonstop, solo race around the world that starts in the fall of 2004.

All the big names will be there, many

Lionel Lemonchois' 'Gitana X' — with her unique namesake 'X' crossbeams — is one of several new boats in this year's Route du Rhum. She'll race against 17 other 60-foot trimarans in the large multihull class alone.



don't know about

with brand new boats — Ellen MacArthur, Loick Peyron, Michel Desjoyeaux, Giovanni Soldini, Thomas Coville, Mike Golding, Phillipe Monet, Patrick de Radigues (the Belgian sailor who sponsor *Garnier* pulled out of the Around Alone race because they felt they'd get "better exposure" at the RDR) and the grand old man of the race, Mike Birch. At 72, Birch is taking part in his seventh Route du Rhum aboard the so-far-unnamed Open 60 which, as *UUNet*, under Phillipe Monet set the standing nonstop, singlehanded, westabout round-the-world sailing record.

To give you some idea of the caliber of these sailors, current Open 60 favorite Roland Jourdain, 38, won the latest Grand Prix, the last Transat Jacques Vabre and Rubicon Regatta, took third in the 2000-01 Vendée Globe, and second

delays — cont'd

to lament the rules which don't allow racing in a broader range of conditions. For an event which is usually described as the pinnacle of the sport, it seems odd that America's Cup sailors won't race in conditions that many armchair admirals would describe as moderate.

The justification for the rule which is causing the delay is fairly simple. The purpose of the Louis Vuitton Cup is simply to develop and identify a challenger that is capable of beating *Team New Zealand* in the America's Cup. Winning races in more than 25-knots of wind in the Louis Vuitton Cup doesn't make an America's Cup winner. The challengers know that, and here is why.

The prevailing weather conditions in February, when the best-of-nine America's Cup match will be held, are very different than the conditions the challengers face in October and November during the Louis Vuitton Cup. So the challenging teams are faced with having to build a boat that will allow them to excel in both October and in February. That's not an easy design brief.

Team New Zealand, on the other hand, as the holder of the America's Cup, only has to race in February. This month is often characterised by stable high pressure systems, and the wind on the Hauraki Gulf is usually due to sea breeze conditions, a moderate wind generated by local heating of the land around the race course area. Although *Team New Zealand* trains in its boats at the same time as the challengers are racing (October through January), they don't have to face any conditions on the water that they don't want to.

This home advantage to the Defender isn't new. In fact, most observers would credit this as being a crucial contributing factor to the long 132-winning streak the New York Yacht Club held until 1983.

In the early history of the America's Cup, the races were held off the east coast of the United States in the late summer. The defending New York Yacht Club quite cannily built boats that would excel in the prevailing summer breezes. At that time, according to the rules, the Challenging boat had to be built in the country of the challenging Yacht Club, and sailed across the Atlantic before racing. So the challengers were forced to build a boat heavy enough and strong enough for an ocean crossing, that would then eventually race in light, near-shore conditions in the America's Cup.

Today we have a rule that attempts to mitigate this similar, built-in advantage the Defender holds. By limiting the wind range the Louis Vuitton Cup will be sailed in, the challenging teams can safely build their boats a little bit lighter, optimising them for the prevailing weather that they expect to meet in February, while still racing competitively in the preceding months.

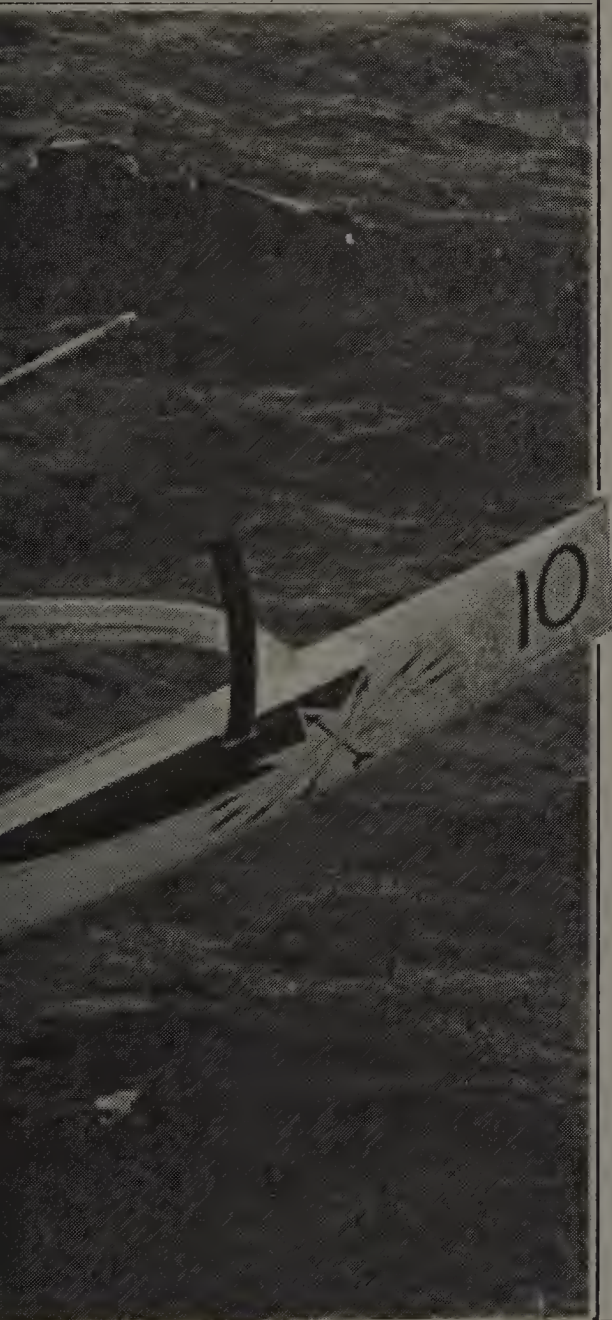
The rule (Rule 14 in the Notice of Race and Conditions) states that the Race Committee must postpone the race if the "five-minute moving average true wind speed is less than seven knots or more than 19 knots at any time during the 15-minutes prior to the preparatory signal." Similarly, after the start, the Race Committee shall abandon a race when the "five-minute moving average true wind speed is greater than 23-knots."

The wind speed is measured at a height of 10-metres, and the five-minute average means that occasional gusts over the wind limit can't delay racing, and the measurement isn't distorted by the weather boat rocking in waves. The Race Committee measures wind from boats around the race course and an alarm goes off when the average wind speed is above or below the limits.

While that doesn't make it any less frustrating as a spectator, it is a helpful reminder when racing is postponed on yet another seemingly perfect sailing day. The problem isn't that the sailors are scared to sail in strong winds, or that the designers can't build stronger boats, but simply that to have a chance of beating the Defender, the challengers must limit the conditions they are exposed to.

— Peter Rusch, www.louisvuittoncup.com

For more on the racing they HAVE been able to complete, see the feature article elsewhere in this issue. — Ed.



beer can kings

Late one Saturday afternoon over a pitcher of beer, while lamenting another sound shellacking by *Harp*, our nemesis in the HDA series, our Fearless Leader presented the idea of taking up the gauntlet, originally thrown down by *Latitude 38*: five beer can races in one week. It sounded like a good idea at the time. Where else could you sail every night of the week, drink beers, visit exotic locations (??), dine on fine yacht club cuisine — and possibly get a free T-shirt for the effort? It was obviously a tailor-made program for the men and women associated with *Fat Bob*, Robert Lugliani's notorious Catalina 38, which sails out of South Beach Harbor. But why not add a new level to the challenge by sailing *Fat Bob* for all the races? The idea was taking shape. One more round and we'd certainly put it together. The thought process was interrupted by one of the less inebriated crew at the table: "Why the hell do you want to do it?"

A good question. So in one night, we decided to do the beer can challenge, to do them all on a single boat and we came up with . . .

The Top 10 Reasons To Accept the Latitude 38 Beer Can Challenge

10. Good excuse for drinking beer five consecutive nights
9. Want our pictures in *Latitude 38* as much as Shari
8. Desperate for new *Latitude 38* T-Shirt
7. Nothing better to do
6. *Coup d'État* of current Beer Can King Darrell
5. Good excuse for shirking life's responsibilities
4. Good reason to leave work early five consecutive nights
3. Good way to avoid cooking dinner for a week
2. Good way to break more boat gear
1. See reason #10

Consulting the ultimate authority, *Latitude 38*'s 2002 Sailing Calendar, we plotted our strategy. Another pitcher of beer helped to identify August 21 as the best possible week to attempt toppling the current Beer Can King from his lofty perch.

Here's how it played out:

Monday, August 21 — Bayview Boat Club. Start time: 1825; Distance 4 nm, winds 5-12. We were first across the starting line, and second on corrected time. Dinner was a creamy fish stew, salad and a pitcher of beer.

Tuesday, August 22 — Sierra Point Yacht Club. Start time: 1800; distance: 4.75nm; winds gusting to 35 knots. *Fat Bob* was second across and once again second on corrected time. Dinner was a cheesburger and a pitcher of beer.

Wednesday, August 23 — Vallejo Yacht Club. Start time: 1820; distance: 7.5nm; winds 5-15 knots. We won our division. Dinner was a fine Mexican buffet and a pitcher of beer, uh, *cerveza*.

Thursday, August 24 — Benicia Yacht Club. Start time: 1827; distance: 15.8nm; winds 10-20 knots. Finished last (6th) in Division A. No food; pitcher of beer in which to drown sorrows.

Friday, August 25 — South Beach Yacht Club. Start time: 19:10; distance: 5 nm; wind 5-15 knots. Finished third. Dinner was BBQ chicken, salad and a pitcher of beer.

The most exciting moment came about 12 miles into Benicia YC's 'Chasing the Moon' Race. *Fat Bob* and *Goldilocks* had traded positions back and forth throughout the race. Reaching with chutes up in gusty conditions and within touching distance of shoreline to duck the current, *Goldilocks* made a move to the inside and had just pulled mast to mast to *Fat Bob* when our chute spectacularly split from side to side. Quick action in raising the headsail, retrieving the top of the torn chute, and raising a new chute left us only 4 or 5 boat lengths back with about 4 miles to go. Unfortunately, we had no clue as to the unlit location of the upwind mark in front of the Benicia Bridge. After rounding the mark, we were within a couple of boat lengths of *Goldilocks* and in excellent position for a finish in the money. As we were preparing for our tack, *Fat Bob* ungraciously stuck it in the mud and helplessly watched the fleet sail by as we attempted to free ourselves.

continued on outside column of next sightings page

route du rhum

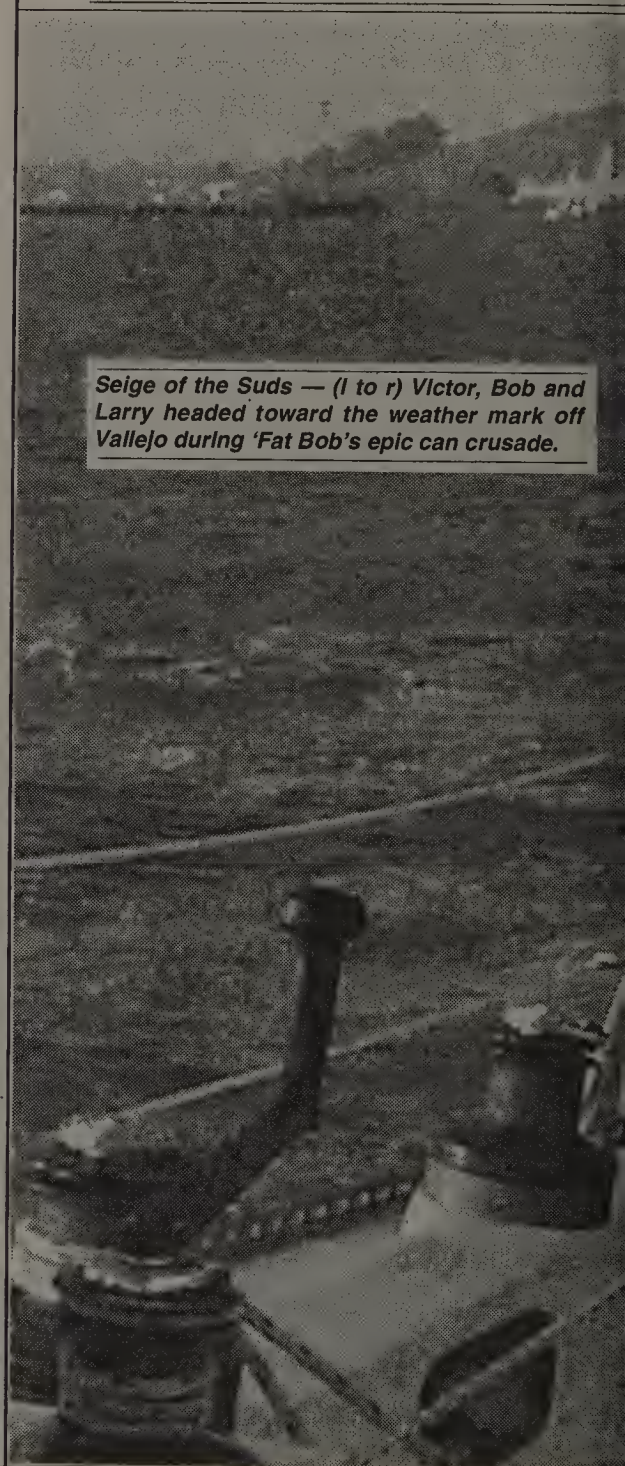
in the '01 EDS Atlantic Challenge. To say his *Sill Plein Fruit* is the boat to beat may be an understatement.

Conspicuous by their absence are any Americans — or even North Americans.

rboc at work

One of the real unsung heroes of our sport is RBOC — the Recreational Boaters of California. Every year, this all-voluntary group keeps track of hundreds of boating-related bills and issues that appear before the State Legislature. The 18-

Seige of the Suds — (l to r) Victor, Bob and Larry headed toward the weather mark off Vallejo during 'Fat Bob's epic can crusade.



— cont'd

for that matter.

For more on the Route du Rhum, check out their website at www.routedurhum.org.

behind the scenes

member Board of Directors reviews each bill and, working with the organization's legislative advocates, adopts positions on each measure. At the root of every decision is protecting boater interests through

continued middle of next sightings page

beer kings — cont'd

All told during the week, we raced 37 nautical miles, shuttled the boat 71 nautical miles, and drove cars 482 miles to accomplish the feat. There was approximately 95 man hours expended sailing the races and transporting *Fat Bob* and the crew to the different race locations. And that excludes any time eating, drinking, BSing and orchestrating the endeavor.

Bob, Larry Weinhoff, Victor Gray and *Fat Bob* sailed all 5 races. Thanks also to Dan Primus, Jan Santacrose, John Riley, Rich Mullinax, Gail Hill, Patricia "Penelpe" Guterrez, and Alistair Moir for crewing in one or two of the races. Special thanks to our local knowledge: Rich Mullinax at Vallejo and Gail Hill at Benicia. Thanks to Rich ("follow them, they do good") Mullinax we took a first at Vallejo and thanks to Gail ("maybe we should tack soon") Hill, we ran hard aground just shy of the finish at Benicia.

What a lot of work for a free T-shirt.

— victor gray



JOHN RILEY

soccer moms win adams cup

They were one of the oldest teams at last month's Adams Cup, aka U.S. Sailing's annual U.S. Women's Sailing Championship. They are all married with kids, counting ten offspring between the four of them.



BOB LAW

Above, hiking action at the Adams Cup. Right, winning soccer/sailor moms (l to r) Stephanie Wondolleck, Pam Healy, Vicki Sodaro and Jodi Lee-Drewery.

Three of them have day jobs. No one else from Area G wanted the gig, so they arrived at the Adams Cup without being pushed by other teams. There was no training regimen, or coaching, or anything else.

"We're all pretty busy, so we only practiced twice," admitted skipper Vicki Sodaro. "We took a pretty casual approach to it

this time, figuring we've all sailed together a lot and the boats aren't that hard to sail." On paper, at least, Sodaro and her so-called "Tiburon Soccer Mom" team seemed unlikely candidates to win one of the biggest sailing honors in this country.

But on October 5-9, that's exactly what they did — Vicki, Pam Healy, Stephanie Wondolleck and Jodi Lee-Drewery ran away with the Adams Cup, winning by a 15-point margin. The round-robin event was held in borrowed J/24s (using US Sailing's sails) on the western edge of the Berkeley Circle, pitting ten all-women teams from around the country (the majority of whom survived regional qualifiers) against each other in mostly moderate winds. San Francisco YC hosted the national championship, rolling out the red carpet and opening their clubhouse and homes for the visitors.

Despite the 'handicaps' listed in the first paragraph, the Soccer Moms were the pre-race favorites to win the Adams Cup, and their ultimately decisive victory came as no real surprise. Vicki, a mother of three who works at Hood Sails in Sausalito with her husband Robin, had a few advantages — she's been racing sailboats since she was a kid down in Newport Beach, she owns a J/24 (named, what else, *Tiburon Soccer Mom*), she's competed in the Adams Cup 14 times now (12 as crew, 2 as skipper), and she was sailing in home waters and out of her own yacht club.

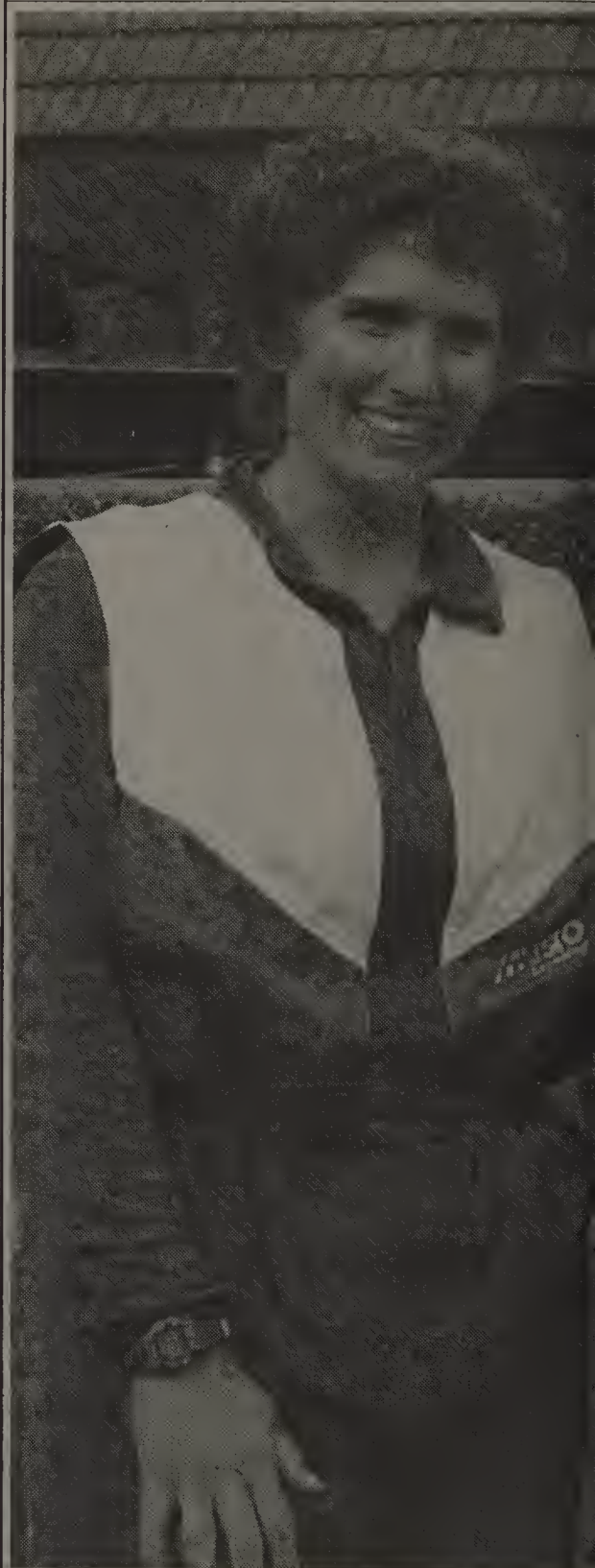
Vicki further stacked the deck in her favor with a "dream crew" — Olympic 470 silver medalist Healy (*Tiburon*, full-time mom, three kids) did tactics and cockpit; longtime sailing partner Wondolleck (San Rafael, landscape architect, two kids) trimmed, and Drewery (Alameda, administrative assistant, two kids) did foredeck. Vicki and Stephanie (with Karina Shelton) previously won the Adams Cup in '98, sailing in Santana 20s on Fern Ridge Reservoir in Eugene, Oregon. That year, Stephanie drove; this year, it was Vicki's turn.

Our Area G heroines put together a consistent 2,2,1,3,RDG,1,RDG,1,1,1 record, coming on strong down the homestretch as young Sally Barkow, a recent collegiate All-American at Old Dominion and Yngling campaigner from Wisconsin, stumbled. The 10-race, no-throwout series had been a nailbiter until the next-to-last race, when Barkow choked, taking a DFL after starting early and then getting hung up on the weather mark. The two RDGs (redress, i.e. average points) that the

continued on outside column of next sightings page

rboc

professional advocacy, testimony, one-on-one meetings, grassroots campaigns and other efforts. Among their many successes over the years: keeping the moneys generated by and for the Department of Boating and Waterways — one of the most efficiently run departments in State government — intact for boater use. If the legislature had their way, that money would be long gone to pay for other things our



— cont'd

boats, our waterways and our pastime would be severely impacted.

Two current bills RBOC supports include AB 2005, which requires mandatory boating safety courses for rules of the road violators; and SB 1573, which would create a multi-agency task force to combat invasive new species.

Find out more about RBOC at www.rhoc.org — and give them your support.

adams moms — cont'd

Moms drew were for equipment failures — a jib halyard that wouldn't stay up in race five and a headstay pin that broke in race seven.

This was only the second time in the 78-year-old history of the event that an Area G team has won the Adams Cup, which will be on display for the next year in SFYC's trophy case. "Everything just clicked," figured Vicki. "It was a lot easier than the time we won up in Oregon. It was just our turn — right place, right boat, right people."

Congratulations to Vicki and the Mom crew, as well as to San Francisco YC for putting on an excellent regatta. Results appear in *The Racing Sheet* on page 184.



LATITUDE/ROB

SIGHTINGS

return of the 10s

You got your Top Ten, your 10 Who Dared, and your Bo Derek as the 'perfect 10'. If a small but dedicated group of sailors can pull it off, you may soon see the resurgence of a swift and fun 33-footer, the Tartan Ten.

Conceived in 1978 on the drawing boards at Sparkman and Stephens, about 400 Tartan Tens were built. Although the boat's star rose and set here on the Bay in the late '80s, fleets of 30 or 40 boats remain active in the Great Lakes, Texas and the East Coast. Locally, as prices dropped, prospective racers snapped up the fractionally-rigged sloops and started racing them in handicap divisions. Two or three continue to turn out regularly for HDA races, and Henry King's *Jeanette* took second in the hotly-contested SF-30 class this year.

Recently, *Jeanette* crewman Mark Witty called around to see if anyone was interested in putting together enough of a fleet for the T-10s to get their own start at the Great Pumpkin Regatta the last weekend of October. Six boats signed up immediately, with another coming on board a few days later. After extensive de-cobwebbing in a few cases, *Abba Zabba*, *Barking Spider*, *Gammon*, *Jeannette*, *QE3*, *Nicy Nice* and *Wishful Thinking* hit the line on October 26, with *Wishful Thinking* taking honors after three races. Not a bad turnout considering only nine T-10s are known to live in the Bay Area. Everyone had a great time, and more than a few are wondering if the renewed interest might carry through to provisional one design status next season.

Nationwide, a Tartan Ten resurgence will doubtless be helped by a new stepsister, the LS-10. This is a new production boat from the LS Boat Company of Waukegan, Illinois. Founder Rich Stearns took new molds off a successful East Coast T-10, installed the same rig, and modernized the rest of the boat with such amenities as a step transom, molded toe rails and a nifty little deck house, reminiscent of a Farr 40, in place of the flush-decked T-10. As alluded to in a 2001 article in *Sailing World*, that alone should attract more wives and girlfriends "who can really believe they're on a cruiser with some of the trimmings." After a series of speed trials, measuring sessions and quite a bit of hemming and hawing, the racing version of the LS-10 was declared "class legal" to race evenly with Tartan Tens. Although LS Boats has reportedly sold 10 of the new boats in its first year, so far, none have made it out west yet.

You can check the LS boats at www.lsboats.com. For more information on the local Tartan Ten fleet, contact Mark Witty at mwwitty@yahoo.com or (510) 872-1098.

coast watch

Between mid-September and mid-October, Group San Francisco — which includes Stations at Lake Tahoe, Rio Vista, Monterey, Bodega Bay, Vallejo, Golden Gate and San Francisco — responded to approximately 150 search and rescue (SAR) cases. Several cases involved boaters who were exposed to the cold waters either in the Bay or offshore. Specifically, the boaters were either partially immersed in the waters because their vessel was taking on water, or they were fully submerged because they ended up in the water as a result of either capsizing or grounding their vessel. Fortunately, due in large part to the quick response of the Coast Guard and other agencies, none of these SAR cases resulted in injury related to cold-water immersion, such as hypothermia. As many of you are aware, the waters both in the Bay and offshore are cold, and are only getting colder as winter approaches, making the waters potentially more dangerous. In fact, based on data provided by the National Oceanographic Data Center, the average water temperatures for the Bay Area waters and offshore waters of Northern California from October until May is approximately 54 F (<http://www.nodc.noaa.gov/dsdt/cwtg/cpac.html>). The following summaries are provided as examples of how quickly a boater can find himself or


continued on outside column of next sightings page

classico

It's another of those things — like the Amber Alert — that you wonder why no one ever thought of before. Starting this month, we have a new *Classy Classified* category called "South of the Border."

Suggested by a reader (see, we *do* listen to you guys), this new section is for people selling boats, property, gear, services — and anything else that nurtures this growing segment of the boating scene — in Mexico and Central America.

As you'll see, more than a dozen folks already took advantage of the 'ground floor' opportunity in this issue. (Whenever



'Jeanette' in the thick of battle. The characters on the transom are holdovers from her previous life as 'Chinese Fire Drill.' We're not sure where the characters on the rail come from.

nuevo

we saw 'located in Mexico' as part of the ad, we gave them a call; only one preferred not to be in the new category.) As word gets out, we expect it to become one of the healthier categories in *Classies*.

So if you're shopping for a boat, service, vacation rental — or whatever — in Mexico, don't stop after the regular categories. Look further for the little sombrero and check that column out, too.

And for you *mañanaland* sellers or renters, if you really want to target your audience, consider spending your \$35 and 40 words, well, 'South of the Border.'

coast watch — cont'd

herself in cold water:

September 7 — At 10:30 a.m., the Coast Guard received a call over VHF Channel 16 from a person onboard a 27-foot pleasure craft. That person reported being anchored due to power and steering failure approximately 10 feet from rocks off Muir Beach. Station Golden Gate responded with one of their 47-ft Motor Lifeboats (MLB). Once the crew of the MLB arrived, they found the pleasure craft on the rocks. However, the MLB was unable to get close enough to the pleasure craft to take the people off because of the rocks. Therefore, the National Park Service (NPS) was contacted for assistance. The NPS maintains a wave runner capable of getting closer to a boat that has run aground. Just prior to the arrival of the NPS, one of the three people on the pleasure craft fell overboard. Luckily, the person was able to get back onboard

continued on outside column of next sightings page



SIGHTINGS

coast watch — cont'd

very quickly. Once the NPS arrived in their wave runner, they successfully removed two of the people from the pleasure craft and transported them to the MLB. One of the NPS crew dispatched was a rescue swimmer. The NPS rescue swimmer assisted the third person to shore. The MLB transported the two people to the station while the person on shore waited with NPS personnel for a salvage crew to arrive. The average water temperature for the water off of Muir Beach that time of the year is approximately 55 degrees Fahrenheit/13 degrees Celsius.

September 7 — At 3 p.m., Station Rio Vista responded to a call on VHF Channel 16 reporting a sailing vessel taking on water. The sailing vessel was headed for Owl Harbor when it ran aground, causing a 6 to 7 inch hole in the hull. The water was coming in the hole at a rate of 300 gallons per minute. The Station quickly dispatched their 25-foot Light Utility Boat (UTL) carrying a crew of 5 and a de-watering pump. Additionally, the Station issued an Urgent Marine Information Broadcast (UMIB) to advise all mariners in the area to be on the lookout for this sailing vessel in distress. The San Joaquin Sheriff's office, Contra Costa County Sheriff's office, and Tow Boat US responded to the UMIB. The San Joaquin Sheriff's office arrived only 11 minutes after the initial report, and commenced de-watering with one of their pumps. Five minutes later the Station UTL arrived, and transferred two crewmembers and their pump to the sailing vessel. After 30 minutes of de-watering with two pumps, most of the water was removed. After all personnel were taken off the sailing vessel, Tow Boat US managed to re-float it. Prior to towing the vessel, Tow Boat US wrapped the hull with a tarp to cover the hole and attached float bags. The sailing vessel was eventually moored in Owl Harbor, its original destination.

September 8 — It was nearly 3 p.m. when the Coast Guard Auxiliary Vessel *Silver Charm* contacted Group San Francisco on VHF Channel 21A to report a capsized Laser sailboat with a person in the water off Treasure Island. Station San Francisco immediately diverted a patrolling 41-foot Utility Boat, which took only about a minute to arrive on-scene. Once on-scene, the UTB crew retrieved the boater from the water. The UTB crew took the Laser in tow, and took both it and the boater to the Treasure Island Marina.

— Lt. Lynn S. Sletto, USCGR

short sightings

SAN FRANCISCO — If you picked this issue up the first weekend it came out, there may still be time for you to check out a visiting tallship. The visiting Mexican Navy square rigger *Cuauhtemoc* arrived October 31 and will be open to the public for tours at Fisherman's Wharf (Pier 45 or 35N) through November 3. Contact Sail San Francisco at (415) 447-9822 for more information. The last and newest of four barques built as goodwill ambassadors and training ships for Latin American nations, the steel-hulled 270-ft *Cuauhtemoc* was built in Spain in 1982.

CONTINENTAL SHELF — In what may be the *coup de grace* for the local commercial and sport-fishing industry, last month the Federal Pacific Fishery Management Council announced severe cutbacks in bottom fishing on the entire continental shelf. The California Fish and Game Commission jumped on the bandwagon later in the month, voting to ban both sport and commercial fishing in about 130 square miles of state waters around the Channel Islands. The cutbacks, most of which go into effect the first of the year, are due to drastic declines in populations of such fish as red snapper, yellow eye and bocaccio — species often generally referred to as 'rockfish' or 'bottom fish'. Because they are long-lived and reproduce sporadically, these populations could take up to a century to rebuild themselves.

Although limited fishing is still being allowed, the writing seems to be on the wall. One day boat was reportedly donated to charity when

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swans on

Sometimes she's a wine dark sea, but sometimes the Mediterranean is more like a margarita — while it's still in the blender.

Several days of the Swan Cup off Sardinia in September were definitely shaken, not stirred, as demonstrated by



The Swan 70 'Fast.net' powers to weather in September's Swan Cup off Sardinia. For a full report on the event, turn to page 146.

the med

the Swan 70 *Fast.net*, shown below powering through the blow.

Any trip to the Med — no matter what cocktail it's behaving like — is an odyssey. Luckily, ours happened to coincide with the Swan Cup. Read all about it starting on page 146.

shorts — cont'd

the owner couldn't find a buyer. You may have noticed that others have started doing Bay tours, whale watching or even ash scatterings.

MIAMI — O.J. Simpson was stopped and ticketed for speeding a 30-ft powerboat through a no-wake zone near downtown Miami on July 4. It will probably come as no surprise to you that he pleaded innocent at the arraignment in September. A hearing date has not been set.



CARLO BORLENGHI

LOUIS VUITTON CUP

There were few surprises in Round 1 of the Louis Vuitton Series, the challenger elimination series which determines who will meet *Team New Zealand* in America's Cup XXXI in February. In conditions ranging from practically no wind to more than 20 knots from nearly every point of the compass — in other words, typical springtime conditions for the Hauraki Gulf — the richest syndicates did well, the poorest did poorly and the rest fell somewhere in between.

Perhaps the biggest surprise was how long "the Round that wouldn't end" dragged on. Round 1 began on October 1 and was slated to end on the 11th, but the vagaries of breeze led to the cancellation of countless individual races or entire 'flights' — groups of four match races on two different courses. The result was that the Round could not be completed within the time frame, even with five built-in extra days for make-up races. So the last race of Round 1, the 'Italian Stallion' showdown between *Prada* and *Mascalzone Latino*, was scheduled to be sailed on October 22, the first day of Round 2. And high winds cancelled that one, too.

At any rate, after Round 1 — eight races, each of the nine syndicates races each other syndicate once with one point per win — the chain of command was clear. The 'top brass', in order, are Seattle's *OneWorld Challenge*, which finished Round 1 undefeated, Switzerland's *Alinghi Challenge*, which lost only to *OneWorld*, and the Bay-based *Oracle/BMW Racing*, which recorded five wins

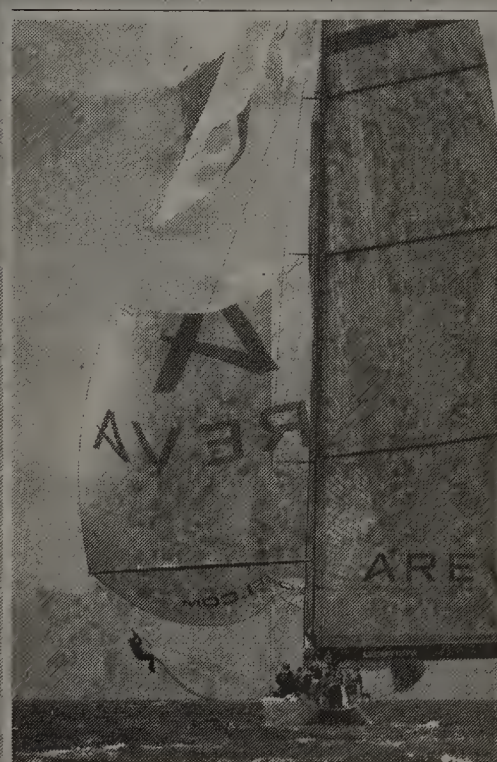
and three defeats.

Action started on October 1 in moderate breeze with wins by all three syndicates mentioned above, as well as Dennis Conner's *Stars & Stripes*, which narrowly beat Great Britain's *Wight Lightning* in the nostalgia matchup of the day. It was the first time the Brits had sailed in the Cup wars since Harold Cudmore's 12-Meter *White Crusader* went down to defeat in the quarter final round off Fremantle in 1987 — to *Stars & Stripes*.

Racing on October 2 and 3 was cancelled due to high winds. The Notice of Race and Conditions governing the Louis Vuitton Cup stipulate that no race shall be started if the true wind speed tops 19 knots (or is below 7 knots) more than five minutes any time within 15 minutes of a start. On October 2, the wind was 22 steady and forecast to build. On October 3, it was blowing even harder, topping out in the low 30s in the afternoon.



ROUND ONE AND A HALF



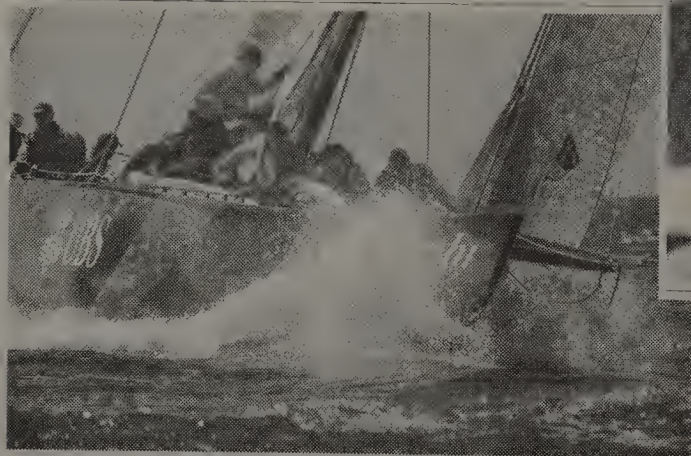
Above, 'Le Defi' gets ripped. Spread, 'Oracle/BMW' puts away 'Mascalzone Latino'.

Although the boats stayed in their sheds, there was no less drama for Cup watchers. On the afternoon of the 3rd, Italian jillionaire Patrizio Bertelli fired head designer Doug Peterson from the *Prada Challenge* team. This seemed an odd move after only one day of racing and one loss (to *Oracle/BMW*). It later came out that Bertelli and Peterson had been butting heads over the shape of the

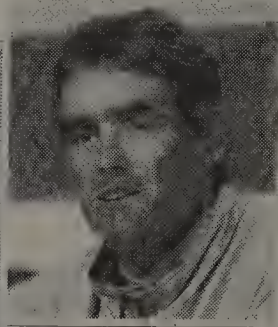
bows on the *Prada* boats for some time. Bertelli felt his boats should have 'knuckle' bows similar to the ones developed by *Team New Zealand* in 2000, and which most of the other teams have copied this time around. Peterson felt his knuckle-less bows were fine.

Bertelli, not exactly known for his tact and diplomacy, had the final say, and just like that, Peterson was on the street

LOUIS VUITTON CUP



The Swiss 'Alinghi Challenge' looks to be one of the top two teams to emerge from Round 2. Inset, skipper Russell Coutts.



driving in Cup competition.

Race day 3, on October 5, was a day of firsts — Prada recorded her first win (over Mascalzone

Latino), the first on-the-water penalties were assessed — Wight Lightning for failing to keep clear during pre-start maneuvers and Le Defi for dragging a spinnaker across the leeward mark during a takedown — and the boats sailed in the highest breeze of the series so far, with winds gusting to 24 knots in the afternoon.

The first off-the-water penalty was

also handed out, to Alinghi. The America's Cup has become a real media event, and every day, both "match of the day" boats are set up with two cameras, eight 'ambient' microphones placed around the boat and two voice radio mics that must be worn by afterguard members, usually the skipper and tactician. This is how TV viewers get to see and hear that cool on-board action. The sailors don't like the added distraction, but it's equal for both match-of-the-day boats and anyway, they don't have any say in the matter. This is TV, for God's sake.

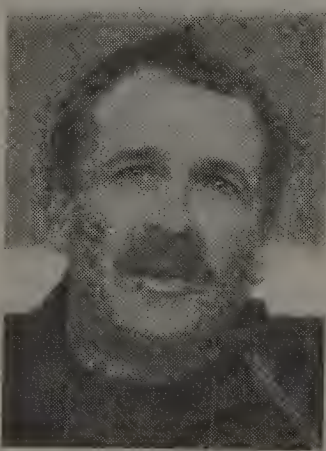
Anyway, during their seven-minute annihilation of Mascalzone Latino in Race 3, the Alinghi crew failed to activate their microphones for almost 10 minutes after the start. They're supposed to be on 10 minutes before the start. Despite in-

Racing returned to the Hauraki Gulf on October 4 with a new face, and new winner, Sweden's Victory Challenge. The Swedes had taken a bye on the first flight (with an odd number of

challengers, one syndicate a day sat out the racing) so were racing for the first time. And their long practice sessions off Auckland showed as they trounced Le Defi that day, Stars & Stripes the next and Mascalzone Latino two days later.

But the 'featured race' of Race 2 was a showdown between big dogs Alinghi and OneWorld, with the latter — James Spithill driving, Peter Gilmour on tactics and Seattle's Charlie McKee on strategy — going on to defeat the potent 'Swiss' afterguard of Russell Coutts, Brad Butterworth and Jochen Schuemann. Like so many Cup matches, the slim 10-second victory was attributed to OneWorld winning the start and picking the correct side of the course.

Over in the Oracle/BMW-Mascalzone Latino matchup of Race 2, with the American team leading by more than two minutes, helmsman Holmberg handed the wheel over to syndicate head Larry Ellison, who got the first taste of



— ROUND ONE AND A HALF



Above, skipper Peter Gilmour (inset) has helped make 'OneWorld' the top American boat. Left, 'Oracle/BMW Racing'. Skipper Peter Holmberg (far left) was replaced last month by fiery Kiwi Chris Dickson (near inset).

sistence from Alinghi crew that the mics were on, the Swiss team was fined \$10,000 — a pittance considering their estimated \$55 million war chest, to be sure, but ample notice to everyone that the obligations made to television rights holders were going to be taken seriously.

The final 'first' of the ides of October: Team Dennis Conner's USA 77 went sailing for the first time since she sank during practice off Long Beach last July. The damaged boat was shipped to Auckland where a completely new bow section arrived from the builder and was grafted on in September.

Mid-round found several days of races being cancelled again, this time due to too-light winds. Or at least partially cancelled. Sometimes there was enough wind on course Romeo, in the northeast part of the Hauraki Gulf, to barely complete a race, while over on Juliet, boats were unable to complete a leg of their race within the 45-minute time limit, and the races were cancelled.

During these driftathons, boats hoist 'windspotters' up the mast to keep an eye out for scraps of breeze. Comic relief was provided by Wight Lightning's wind-spotter, Chris Main, when he went to kick a batten over during a jibe and instead put his foot right through the sail. Loud guffaws echoed across the flat water from the boat. The three-foot tear was repaired

with stickyback for the remainder of the race, which the Brits lost to the big black-and-red Swiss machine by 4-1/2 minutes.

Same course, different boats — In beating *Stars & Stripes* by a minute and a half, *OneWorld* had to deal with breeze that fluctuated from 135 degrees at the start, to 322 at the finish — that's nearly 190 degrees! It's also one race where the RC probably worked harder than the sailors, as they had to race around and reset marks, sometimes several times.

After a week and a day, three full days of racing had been cancelled, as well as two partial days. So some boats had completed five races, others four and a couple only three. With 'byes' thrown in, the results were really skewed. The Race Committee was also getting nervous, as the five 'reserve' days built into the first Round were filling up with rescheduled bouts so rapidly that it soon became apparent they could only be completed by running two shorter races a day rather than one long one.

The only undefeated teams at mid-found were Oracle/BMW and *OneWorld*. Their 'title round' on the 8th was postponed due this time to no wind. The next day, while once again waiting vainly for the wind to appear, Ellison lit into *OneWorld*. Among other things, he told a reporter invited along as the 17th man that *OneWorld*'s Craig McCaw was using his supposed environmentally-oriented campaign as a tax dodge, and expressed his frustration that *OneWorld* was 'fined' just one point in the pre-race

LOUIS VUITTON CUP

ROUND 1 STANDINGS

(1 point for each win)

syndicate	nationality	win/loss	syndicate head	driver(s)	boat raced in round
1. OneWorld Challenge	USA	8-0	Craig McCaw	Peter Gilmour/James Spithill	USA 67
2. Alinghi Challenge	Switzerland	7-1	Ernesto Bertarelli	Russell Coutts	SUI 64
3. Oracle/BMW Racing	USA	5-3	Larry Ellison	Larry Ellison/Peter Holmberg	USA 76
4. Team Dennis Conner	USA	4-4	Dennis Conner	Ken Read	USA 66
4. GBR Challenge	Great Britain	4-4	Peter Harrison	Ian Walker	GBR 70
4. Prada Challenge	Italy	4-4	Patrizio Bertelli	Francesco de Angelis	ITA 74
7. Victory Challenge	Sweden	3-5	Jan Stenbeck	Magnus Holmberg/Jesper Bank	SWE 63
8. Mascalzone Latino	Italy	1-7	Vincenzo Onorato	Paolo Cian	ITA 72
9. La Defi Areva	France	0-8	Xavier de Lesquen	Luc Pillot/Phillipe Presti	FRA 69

scandal that accused them of being in possession of design secrets from *Team New Zealand's* winning 2000 campaign. *OneWorld* responded by beating *Oracle/BMW* by 40 seconds in their rematch. Then they beat *Alinghi* in that re-sailed match.

Oracle rounded out Round 1 with the 'battle of the Holmbergs' as Peter Holmberg, driving *Oracle's* US 76, defeated Magnus Holmberg, who took over driving duties aboard *Victory Challenge*.

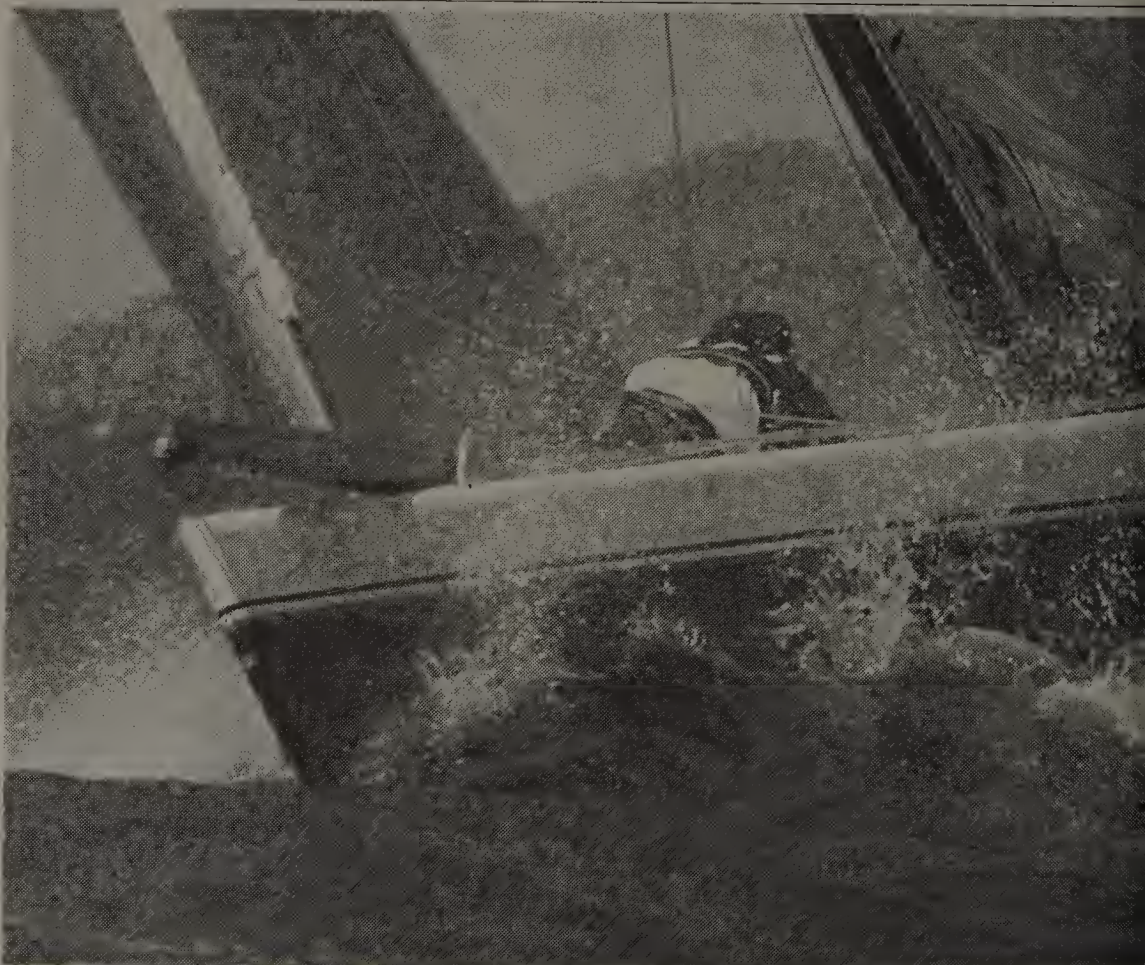
It actually was more of a massacre than a battle as the Swedes broke a jib halyard five minutes into the match and had to sail both beats bald-headed. The 10:45 delta at race's end was the largest of Round 1. Magnus never lost his sense of humor, though. "He's the black sheep of my family and my semi-criminal brother," Magnus quipped when asked about his relation to Peter. "He had to flee the country because of improprieties and ended up in the Virgin Islands." But seriously, folks, the two are not related.

As mentioned, Round 2 was supposed to begin on October 22. But it was postponed a day so *Prada* and *Mascalzone Latino* could get in their final race from Round 1. But like a bad joke, racing was cancelled on October 22 because the wind was blowing too hard. So the Italians raced each other the morning of the 23rd — *Prada* won — then went on to race in their regular slots later in the day. *Prada* won that bout, too, against *Oracle*. And the next day, she beat *Stars & Stripes*. This, we remind you, is the *Prada* with the 'new' bow that syndicate head Bertelli supposedly sketched out himself. Either he's got an eye for designing more than clothes, or naval architecture is about to be set back 100 years. Hand us a napkin, would ya?

Prada's renewed vigor catalyzed the next big personnel change. In a move hardly anyone was expecting (including his sailing team), *Oracle/BMW's* head Larry Ellison replaced skipper Peter Holmberg with Chris Dickson. "We were getting great starts and losing," was his explanation. Holmberg returned to an earlier role as skipper of the 'B' boat, while the remainder of the *Oracle* afterguard — Ellison, John Cutler and Tommaso Chieffi — remained intact.

While no one questions the talent of Dickson — among other things he's a

veteran of two America's Cups and primary helmsman for Ellison's maxi boat *Sayonara* — the mercurial Kiwi is not exactly what you'd call a beloved leader. Personality clashes with other members of the *Oracle* team reportedly resulted with Dickson being rotated off the boats to shore duty in the first place. Tensions haven't eased much. Upon hearing the news that Holmberg was out and Dickson was back in, *Oracle* trimmer Stu With one boat not winning much and their other just starting to sail again, 'Team Dennis Conner' is starting to feel the pressure.



— ROUND ONE AND A HALF

ALL PHOTOS BOB GREISER

Argo quit the team.

Despite the report that he had never sailed on either of Oracle's new boats, Dickson broke the team's four-race losing streak by beating *Mascalzone Latino* on October 24. The real tests against better teams were yet to come as this was written.

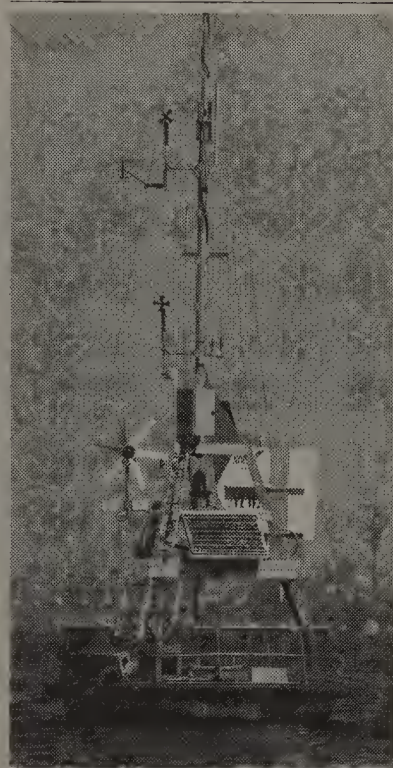
As this issue went out the door, it was *deja vu* all over again. Round 2 was five days old and only two flights of races had been held. The others were postponed due to heavy winds. Perhaps the most significant match of those that were held was the second meeting of *Alinghi* and *OneWorld*, and this time, the Swiss won. That made them even with nine wins and one loss apiece, and that's how we figure they'll finish the round — as the top two boats.

On the other end of the scale, the syndicate with the low score leaves after Rounds 1 and 2. That will either be *Mascalzone Latino*, which at this writing had won only one race, or *La Defi Areva*, which had won none. Our inclination is to say that the Italians will stay and the French will go, but in the last America's

Cup, the French went from almost dead last to a spot in the semi-finals by winning something like seven races in a row. So we'll see — and you'll know, if you follow the racing at www.louisvuittoncup.com or any of the related websites.

In the next tier from the top, it appears that *Prada* and *Oracle/BMW Racing* will occupy the next two spots, which means they'll go into a best of seven series against the top boats November 12-19. The winners of that round — we're stretching, but it still looks like *Alinghi* and *OneWorld* from this distance — will then have three weeks off.

Meanwhile, the bottom four boats — *Stars & Stripes*, *GBR Challenge*, *Victory Challenge* and either *Mascalzone* or *La Defi* — will go through an intensive quar-



Just because no one can accurately predict the weather on the Hauraki Gulf doesn't mean they're not trying.

ter-final series of two best-of-seven rounds. This is part of the new system which allows the top boats time off for 'good behavior' while allowing the slow-starters another chance if they start to improve. (And we formally take back all the snide remarks we made earlier about this system. On paper, it was almost indecipherable; in practice, it is almost a thing of beauty.) The semi-final rounds get going on December 20 — but let's not get ahead of ourselves.

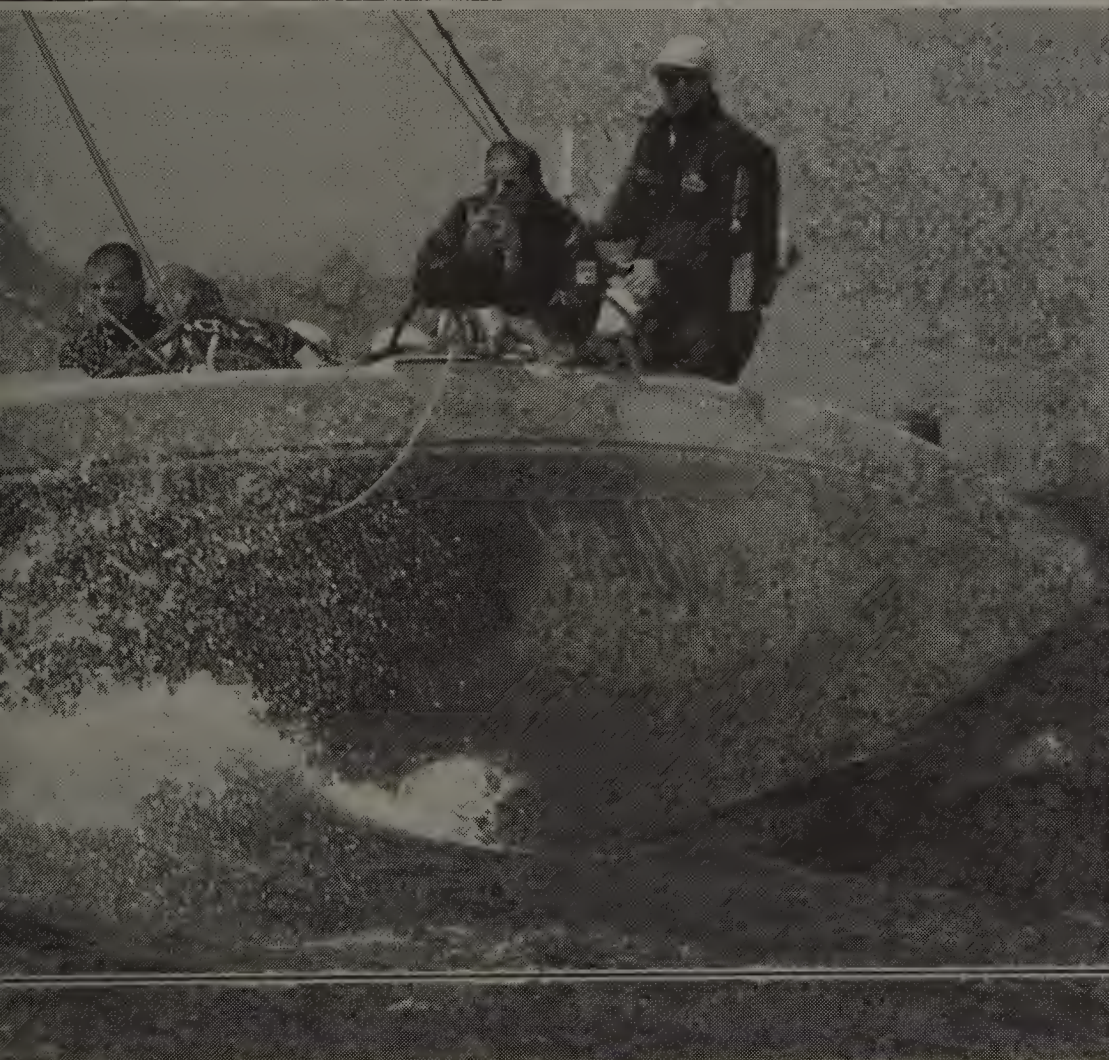
Before we leave you this month, a few more observations, happenings, gossip and rumors.

* *OneWorld* and *Oracle/BMW* were the only syndicates to use

their newer boats, USA 67 and USA 76, respectively, in Round 1. Only the Swedes changed steeds in Round 2, moving up to their newer boat, SWE 73. It's also worth noting that *OneWorld* has been training on the Hauraki Gulf since last March — longer than any other team. It shows. Also worth noting: *OneWorld* gets a 1-point penalty at the end of Round 2, a penalty they incurred in a pre-race legal battle that found them guilty of having 'insider information' from *Team New Zealand*. At present, it doesn't look like that point will come back to haunt them, but you never know.

* Penalty flags were flying all over the place during Round 1. Competitors register on-the-water protests with a "Y" (red and yellow striped) flag. Umpires respond with either a green flag (no penalty) or a blue or yellow flag corresponding to the infringing yacht. According to International Jury statistics, 32 green flags were flown by the on-water umpires in response to requests for penalties during the 35 completed matches of Round 1. The umpires issued eight penalties, three for right-of-way infractions and five umpire-initiated. Two red flags — the more traditional form of protest where a jury is convened after the race — were also flown. One was thrown out, while the other — which was initiated by the Race Committee against *Alinghi* for the microphone incident — was upheld.

The most flags thrown in Round 1 — 20 — involved the *GBR Challenge*, although not all were initiated by them.



LOUIS VUITTON CUP

And the most protested boat: France's *Le Defi Areva* with six — one of which lost them the only race (against *Mascalzone Latino*) they might have won.

* "If you don't like the wind direction, wait five minutes," says *Stars & Stripes*' Peter Isler of the Hauraki Gulf weather. As with 2000, being able to accurately predict the Gulf's almost unpredictable weather this time of year is a key to doing well. All teams rely heavily on their personal forecasters who can advise navigators which way to go up until the 10-minute gun before each race. Part of the dice-roll in the Southern Hemisphere spring involves cold fronts rolling up from Antarctica. The cold air gets heated by the relatively warm sea to form 'bubbles' of unstable air that can 'pour out' wind and rain in all directions like a bucket pouring water. Predicting what's going to happen is equal parts meteorological savvy, keen observation — and luck. One advantage *Team New Zealand* has is that their boats can be optimized for the mostly dependable 9-15 knots of breeze



If it's not blowing a gale, sometimes it's not blowing at all. The fish aren't biting, either.

the Hauraki Gulf enjoys in February — the southern summer — while the challengers must deal with the wildly diver-

gent spring conditions.

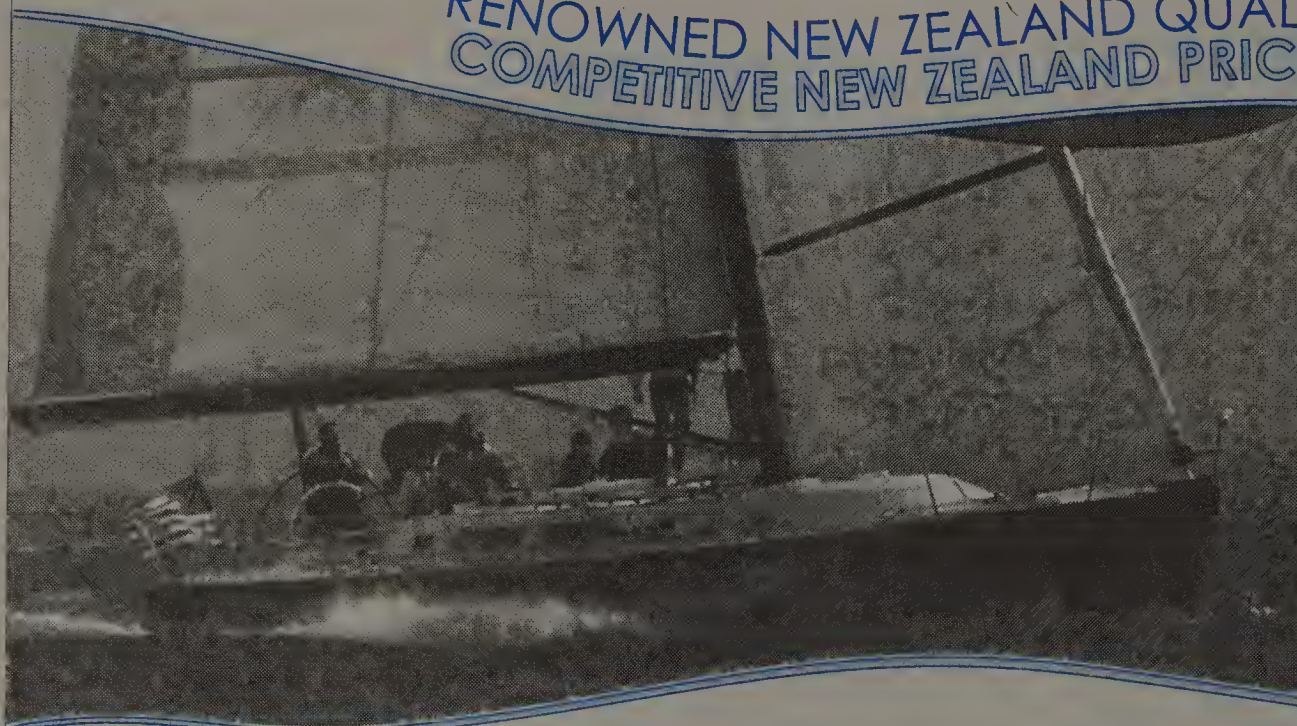
* The *Mascalzone Latino* team may not be doing that well on the scoresheet, but this minimally-funded (only \$20 million) one-boat campaign is well on its way to becoming crowd favorites. Unlike their serious 'big brothers' over in the *Prada* camp, the 'Latin Rascals' (the literal translation of 'mascalzone Latino') don't take racing or life so seriously.

* Jan Stenbeck, founder and head of the Swedish *Victory Challenge*, died suddenly at age 59 in August, just 40 days before the start of the Louis Vuitton Cup. "Everything we've achieved here has been according to Jan's thoughts and instructions," says Project Manager Matts Johansson. "While it's an enormous loss, we have clear instructions to carry on with his wishes." *Victory Challenge* arrived in Auckland right after *OneWorld* and has been practicing almost as long in local waters with their two boats, *Orn* ('eagle') and *Orm* ('serpent').

See you next month!

— latitude/jr

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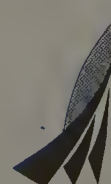
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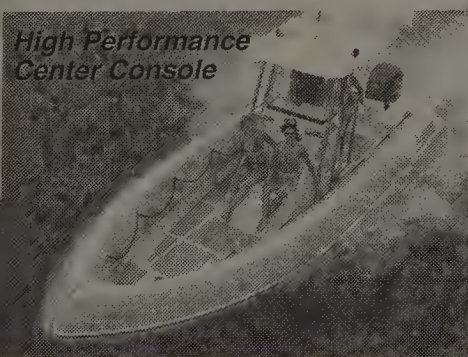
Stars & Stripes

Grant Dalton

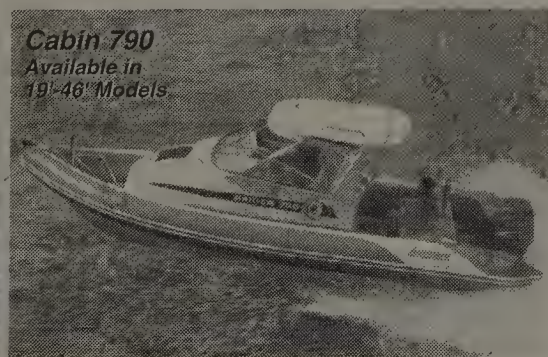
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ENDEAVOUR ROUNDS CAPE HORN

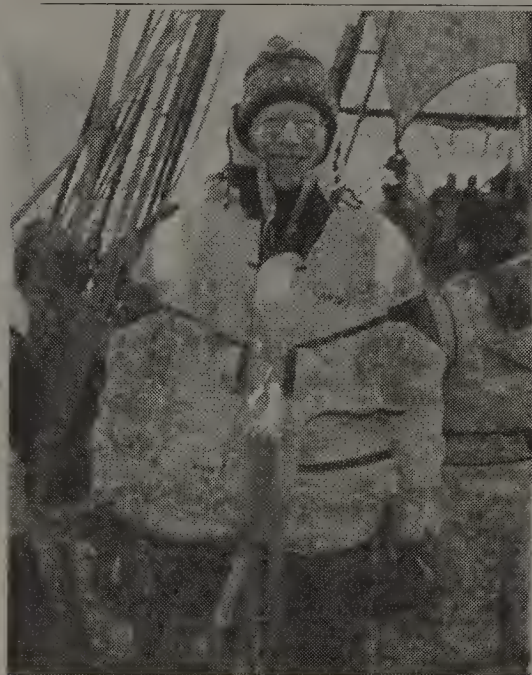
In early December, thumbing through that month's issue of *Latitude* 38, I came across a quarter page ad titled, "The Sailing Adventure of a Lifetime! Sail *Endeavour* Round The Horn Spring 2002." At that time I was narrowing down my search for a sailing adventure, seeking warm waters, palm trees and tropical isles. Sailing around Cape

tales from crewmembers all contributed to intrigue and adventure on the high seas. I shared the idea with a couple of sailing buddies about the possibility of the voyage. Their first reaction was, "You have to be crazy!", but all agreed after

The present Endeavour is considered by many to be the most exacting museum replica of an 18th century sailing ship in existence today.

Horn, let alone in an 18th century square-rigger, wasn't something I had contemplated.

Growing up in Maine, I always had a fondness for old wooden ships, but I never had a desire to sail on one — particularly around the Horn. Only a desperate man would sail around Cape Horn because he had to get somewhere, or at least that is what I had thought. But somehow that ad struck a chord with me.



Dressed for success — Author Mike Hanf in normal attire for rounding the Horn. Captain Cook should have been so lucky!

I looked up *Endeavour's* website (www.barkendeavour.com.au) and started reading a wonderful story of how the replica of Captain Cook's HM Bark *Endeavour* was conceived. Stunning photos, history and adventure merged; a superlative resume for the Captain; and

mulling it over, "What an adventure!"

I looked up the particulars and found you could go either as a voyage crew (i.e., pay to work) or as a supernumerary (i.e., travel as a passenger and work when you wanted to). After reading the voyage crew application, which underscored, "this is not a leisure cruise", I quickly decided that, if I went, it would be as a supernumerary.

After sitting on the notion of sailing on *Endeavour* for two days, I finally picked up the phone and called their office in Sydney, secretly wishing all the spots were taken. My inquiry was greeted with enthusiasm and, yes, there was one supernumerary gentleman's cabin remaining. Without further thought, I gave them my credit card number to secure a deposit. I hung up with huge butterflies, suddenly realizing I was headed for the Southern Ocean and Cape Horn!

The itinerary that I signed up for was to join the ship in Hobart, Australia, disembarking in Rio de Janeiro, Brazil. I booked my ticket to leave SFO on February 15, and wouldn't return until the middle of May. Being gone at sea for nearly three months required some planning, particularly since I would be traveling through all climates, spending much of the time in the cold Southern Ocean.

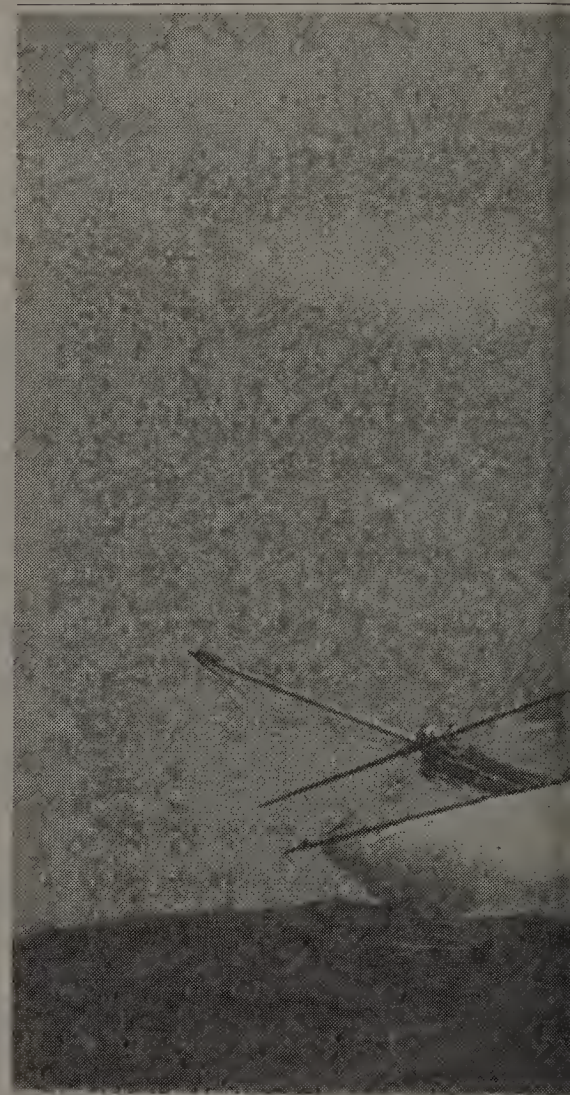
I immediately began my research for clothes and gear by visiting *America True's* headquarters for tips on sailing costumes for the Southern Ocean, supplemented by many stops at West Marine, Pineapple Sails, Armchair Sailor and Waypoint. I was soon decked out in Musto gear, Dubarry boots, and a small library of twenty-plus books to pack. I

ended up with almost 140 pounds of gear, which I was able to make quite compact with compressed plastic bags.

I followed the Volvo Ocean Race quite intently, which at the time was making its way from Sydney to Hobart, then to Auckland, then through the Southern Ocean to Rio. The Auckland to Rio leg took them about 23 days, while it was going to take us more than two months. The race did give me some clues what to expect.

Packing and the planning were well worth the effort, as I was warm, dry and well-amused during the voyage. Lugging around 140 pounds was a pain — and it gave the airlines fits — but it proved indispensable in the comfort it provided.

Much of my time before departure was involved in researching the ship and history surrounding Captain Cook and *Endeavour*. A bit of history about Captain Cook's first voyage might help here: In 1767, the Royal Society of London decided to observe the transit of the planet Venus across the sun, which was due in 1769. The Admiralty chose a small merchant collier for the task — the *Earl of Pembroke*, later renamed the *Endeavour*,



— THE SAILING ADVENTURE OF A LIFETIME



View from the Zodiac — 'Endeavour' (with her topgallants unrigged) cruising along at five knots off the coast of New Zealand.

built in Whitby, Yorkshire.

She was considered an ideal vessel for the long voyage, given her huge hold that would be able to carry all of the necessary provisions. Captain James Cook was chosen to head this expedition, the first of his three historic world voyages. A scientific team joined him, including Charles Green (the astronomer for the voyage in whose cabin I stayed) and Joseph Banks (the wealthy botanist who brought a distinguished group of natural scientists).

Cook successfully reached Tahiti in time to document the transit of Venus, circumnavigated New Zealand, and confirmed Australia as a continent. He left Whitby with 94 people, and lost only eight prior to arriving in Batavia (a feat of health and diet that was unique in the 18th century). Cook arrived back in Britain with only 56 people aboard (by coincidence the number that sailed with me), having lost most of his crew at Batavia or afterward due to diseases picked up there. He was a true giant of a navigator

and captain of his time.

The present *Endeavour* is considered by many to be the most exacting museum replica of an 18th century sailing ship in existence today. Extant original plans and drawings were used, and the ship has the exact dimensions as the original *Endeavour* — 109 feet overall length, 29.5-ft beam, 127-ft mainmast. This also means head-banging territories: the frame for my cabin door was only 52 inches high, and many below-deck spaces do not have standing headroom.

The only modern conveniences aboard are those mainly dictated by various maritime regulations related to carrying passengers and meeting insurance requirements. The replica has a 21st century deck that includes modern heads, showers, locker space, a modern galley and mess area, and machinery for auxiliary engines.

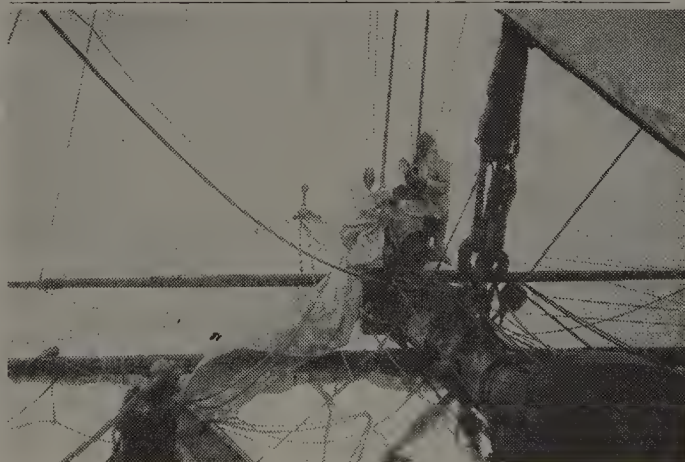
The voyage originated in Fremantle,

Australia. I joined the boat in Hobart, along with nineteen other sailors. The crew included many Aussies, Kiwis, Brits and several other nationalities; there was one other Yank from Boston. The ages spanned 18 to 72 years and included diverse backgrounds such as prison guard, surgeon, geologist, professor, fisherman, software engineer, professional sailors, and Coast Guard lady.

In Hobart Harbor, all hands were put through extensive safety and survival training, including full liferaft drills, jumping into cold Hobart water fully clothed, practicing the huddle in the water as a group to keep warm, and donning survival suits.

We departed Hobart late on February 25. With cannons blazing, we eased down the Derwent River bound for Bluff, New Zealand. Having run into some bad weather on the way from Fremantle — a harbinger of things to come — *Endeavour* needed some repairs in Hobart, causing the delay. The rigging had been replaced in Fremantle and needed tuning, which we did on our way to Bluff, where further repairs were made.

The sailing passage to Bluff was a shakedown cruise for many of us. We had fresh breezes and plenty of sail handling drills as courses, topsails and staysails were set, handed or reefed as required. Passing cold fronts, one after the other, pushed through, bringing squalls and showers. We had an unusual visual one night when we saw a lunar rainbow, or "moonbow". The last couple of days of this first passage had strong winds and subsequent increasing swells. The tubbiness of *Endeavour's* hull became very apparent, sending loose gear flying



Two months before the mast — wrestling with the bowsprit sails.

as we rolled heavily. We made landfall on the morning of March 4 at Solander Island, a towering rocky mass. Forty-knot southwesterlies made for some

ALL PHOTOS MIKE HANF

ENDEAVOUR ROUNDS CAPE HORN

lively sailing in the end, good practice for what lay ahead.

We stayed in Bluff until March 9. All spare spars were taken to the wharf for maintenance and restowing. Sails were repaired; extra reef points were added. The shipwright and team were very busy on timberwork, making sure everything was watertight. The fore and main topgallant yards and masts were removed; it would be unlikely they would be needed in the stormy Southern Ocean. All kinds of provisions were stocked up. The ship was made ready for its historic next leg.

Two journalists/cameramen from *National Geographic* joined us in Bluff to do a television documentary of our voyage around the Horn. They were also there to film footage for the upcoming Peter Weir film *Master and Commander*, which is based on Patrick O'Brian's later novel, *Far Side of the World*. When you see the movie — which will star Russell Crowe — the wind, waves, albatrosses, icebergs and the Horn you will be seeing the real thing! Expect the documentary of our voyage to air in advance of the movie, as part of the movie promotion.

As we left Bluff a local Maori group gave us a hearty farewell with a fierce *haka*, we in turn gave three cheers to Bluff. Next stop Port Stanley, Falkland Islands.

We were soon in a vast blue ocean. We didn't realize we wouldn't see any



Block party — Varnishing was just one of many never-ending maintenance chores.

pany the first week out. We practiced man-overboard drills with a dummy, launching a Zodiac dinghy to fetch it. During the first drill I was fortunate to get to go for a ride to take photos of the ship under full sails — what a thrill! We continuously practiced wearing ship (gybing) and sail handling until the crew could literally find any line in their sleep. *Endeavour* has about 29 km of rope onboard; knowing your lines is impera-

ing; 0915, cleaning stations; 1100, lecture (when weather permits); 1200, hands to lunch; 1400, maintenance; 1630, decks washed down; 1730, hands to dinner; 1830, galley cleared, hammocks slung. Being a supernumerary, manning the helm and watches during cleaning stations were my only mandatory assignments.

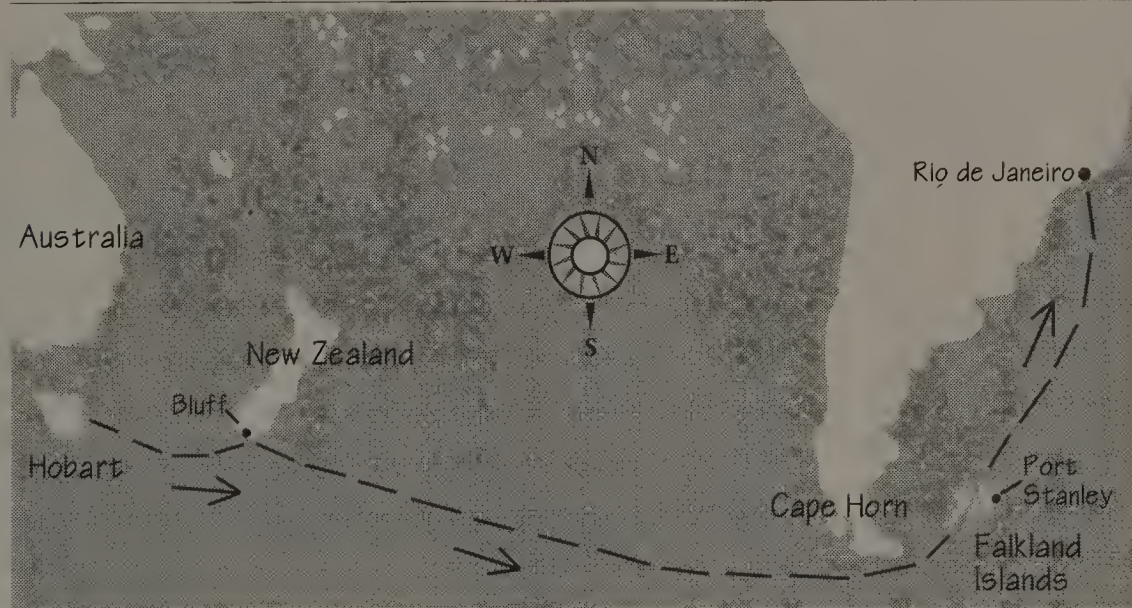
The temperature dropped daily as we headed further south. By the middle of March, the temperature eased from 50° F to 42°. With the wind chill factor we were soon in negative territory, where it stayed pretty much until we departed the Falklands. Drills occurred more frequently as we progressed to Cape Horn. We could practically run to our muster stations in our sleep!

We heard that the max-cat *Orange* on her record round-the-world sail was due to make an appearance. At the time we heard from her she was apparently making 18 knots to our 5, and she ended up streaking past us in the middle of the night.

We sped through thick fog at night. The ship reeked of organoil and tar as the deck, blocks and rigging are sanded, oiled or tarred. Whales and black and white porpoises abounded. Everyone was dressed in thermals, polar fleece,

gloves, foul weather gear; four or five layers were the norm.

On March 24, we sighted our first icebergs. One was half a mile long and uncharted. Later we got a navigation report that broadcast our discovery and credited the finding to *Endeavour*.



signs of man until we made landfall in Chile, nor have any real news of the world until we reached Brazil. Interestingly the only outside news we received during this period, over the SSB radio, was that Tiger Woods had won another green jacket!

Seals and albatrosses kept us com-

tive for safety and running the ship well.

The ship quickly fell into her routine — at 0715, hands were called to lash and stow their hammocks; 0730, hands to breakfast; 0900, voyage crew meet-

— THE SAILING ADVENTURE OF A LIFETIME

Around March 25 we hit the halfway mark from Bluff to Cape Horn. It is the area hidden by the box that says "World Map", found on most world atlases. Snow on the decks became more frequent as we kept bouncing down into the Antarctic convergence zone, sailing latitude 55°S. We broke *Endeavour's* 24-hour sailing record twice as we headed further south and toward Cape Horn.

Some successful fishing and Saturday night entertainment kept us amused. One Saturday evening we watched a soundless film (the speaker was broken), *The Count of Monte Cristo*. We took turns adlibbing the dialogue. It was amazing to watch the audience, most dressed in their pajamas, watching this poorly-made film. Such is life in the Southern Ocean. We watched the film in a trance while it was blowing 40+ knots outside, with the ship rocking and rolling and not minding it one bit.

We hooked an albatross on a fishing line shortly past the halfway point; all were saddened when we could not save the beautiful bird. Soon after, we enjoyed a very full giant orange moon, and were lucky to observe a noctilucent cloud.

In the next couple of days we dropped off the weather scale into a black hole of sorts where we could no longer receive weather reports from New Zealand or Chile. During this period, we saw winds continuously increase on the hour, first 30 knots, then 45 knots, then 50, then 60, gusting to nearly 70 knots. This storm was the first time we had to hoist our storm jib, which took about two hours to set in stinging rain and sleet as the ship rolled and pitched horribly. This and subsequent storms persuaded a number of our crew that it was okay to hope we rounded the Horn in something less than a hurricane.

Our captain wrote about the first big storm. "The wind at the time was blowing from the southwest at 15 knots and it was very cold. Nevertheless we were enjoying very good sailing and progressing towards Cape Horn at good speed. The barometer began to fall rapidly and

dropped to a reading of 965 millibars, a drop of 30 millibars in fourteen hours. During the evening and morning watches we prepared for the onslaught. Sails were

reefed or handed completely and stowed away with storm gaskets. By 0200 the wind had swung round to the south by east and increased to 30 knots. *Endeavour* was bounding along at 7.5

knots on a course of 090 degrees, heading for a position just north of Cape Horn (56°3'S, 67°7'W). Safety lines were on the deck and we generally prepared the ship for the worst. By midday the wind was screaming off the Antarctic ice cap at 50 knots, gusting to 60. It took 14 crewmembers 45 minutes to put in a second reef in the main course and this sail was then furled. A huge quartering sea was running; we estimate the combined wave and swell height to be about 40 feet. Visibility was very poor — spin-drift and frequent sleet — and we were looking out for icebergs. Air temperature with wind chill was now about minus 7°F. The ship rolled violently all night. By noon the next day, winds were up to 45 knots and gusting to over 55 regularly. By evening a maximum gust of 65 knots."

The above description of the 'Furious Fifties' summarizes well the weather that became the norm until we reached Port

Stanley, with the exception of the day that we did our rounding. We had many calls for "all hands on deck" — exhilarating is the best way to describe it. You need at least 40 crew on deck to handle sails to change the ship's direction, i.e., to wear ship.



It is difficult to describe the scene with waves washing and crashing across the waist of the ship, to be standing on the quarter deck attached to a safety line and to have a 30 or 40 foot wave leap out of the middle of nowhere and suddenly cover you. With the wind and cold, many of these waves normally turn into sleet by the time you are hit.

The blues in the waves are brilliant hues, unlike any that I have ever seen. You can stand mesmerized on deck watching froth on tops of waves blow away, mini-canyons appearing across marbled seas, truly spectacular. I tried to imagine a 40-foot sloop, let alone an Open 60, slugging its way through these seas. The Around Alone fleet is in for one helluva ride! At least they have speed on their side; we were too slow to avoid any approaching bad weather.

By the time we got to the coast of South America, the wind did not cooperate. It turned, blowing us first northeasterly then northwesterly to Tahiti. The wind had pushed us to 51 degrees S — which although warmer, was the wrong direction! In a square-rigger you are truly at the mercy of the wind. We were playing a waiting game with Mother Nature, and we needed the wind to veer us southeasterly. Cape petrels were spotted, so we knew we were near land. The wind caused us to wear ship a number of times as we headed to Tahiti (some of us were wishing we could go there!). By this time many of the crew are truly exhausted,



Red sky at night — Striking the colors at sunset in Hobart, where the author joined the 'Endeavour' crew.

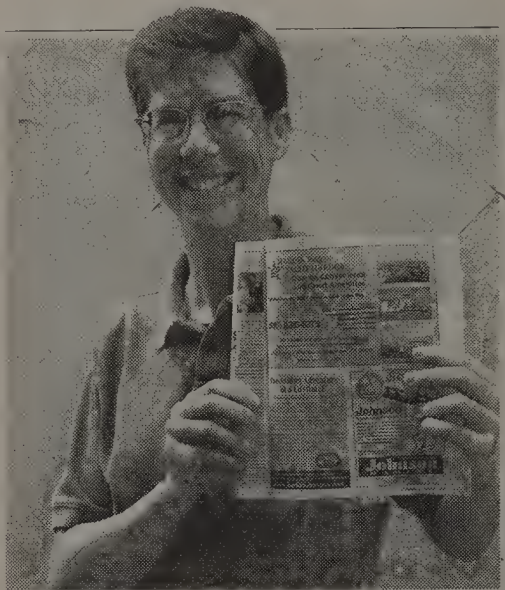
appreciating the lighter winds.

The wind gods finally cooperated, and we drove south. Realizing we would round Cape Horn in the middle of the

ENDEAVOUR ROUNDS CAPE HORN

night, we slowed down in order to make an early morning passage. As luck would have it, the winds settled down to 7 knots after blowing 20-30 knots all night. We arrived at Cape Horn on April 16, making our first sighting at around 0630 during a spectacular sunrise. The pastels of colors were every hue of pink, red and orange. The craggy mountains behind the Cape were well defined, and the crew stood in absolute awe at our arrival. Tears, hugs, champagne bottles popping made for a terrific all-morning celebration. We attempted to rig our stunsails, but the attempt was aborted as the wind picked up. A magnificent rounding, picture perfect, followed later in the day by a progressively increasing wind. The drama and emotion of the moment was very special for all.

The wind increased throughout the day, building to 55 knots. At times we were sailing at 10 knots. The hefty wind stayed with us all the way to Port Stanley, rarely falling below 40 knots, and it was still extremely cold. During this last big push we broke *Endeavour's* 24-hour sailing record for the third time during the



"This is all Latitude's fault!" joked Hanf, as he showed us the quarter page ad that sparked his excellent adventure.

voyage, sailing 202 nms for a sustained average of 8.41 knots.

After six weeks at sea, we berthed at Stanley Harbor, arriving for the Queen's Birthday. The citizens of Port

Stanley treated us very well, and we enjoyed much celebrating. You can't imagine what it is like after six weeks at sea to hit the pubs. Our *National Geographic* team entertained us at a local pub/disco, where we all enjoyed sampling the local brews.

The *National Geographic* guys left us in the Falklands. We had an uneventful trip to Rio de Janeiro, during which it got warmer and less windy every day. Shorts and T-shirts began appearing, and eventually bikinis (did I forget to mention that about a quarter of the crew were ladies?).

Endeavour made her final destination — Whitby, England — on June 21, arriving on time at 1330.

Cook was right when he wrote, "No sea can hurt her — 3rd August, 1771."

— mike hanf

Ed. note — Hanf, a CFO, normally sails out of the Estuary on Wild Moose, a Hank Hinckley Great Harbor 26. If you are interested in future sailing adventures on the Endeavour, check out www.barkendeavour.com.au.

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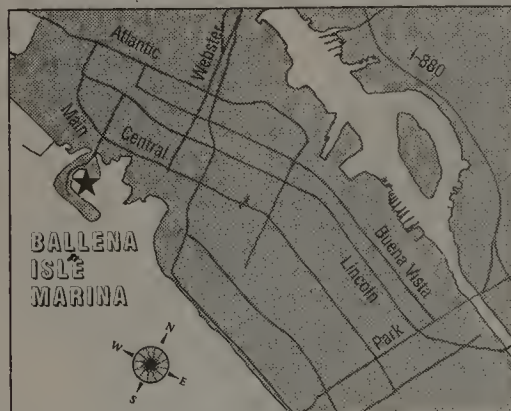
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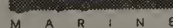
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REFLECTIONS FROM 'OUT THERE'

As we write this, we've just taken a fast dinghy ride back to our Catalina 47 *C'est La Vie* from the picturesque little town of La Manzanilla, which lies to the east of the popular anchorage on Tenacatita Bay on the mainland coast of Mexico. For us, it's been yet another relaxing day in paradise. We lunched on tasty chicken quesadillas washed down with cold Pacifico *cervezas* at Martin's, a favorite cruiser restaurant overlooking the bay. The owner himself waited on our table, while we enjoyed the ocean breeze blowing through the swaying palms below. Completing the scene was a line of colorful *pangas* resting on the beach, awaiting the evening run to the fishing grounds. The two of us — Keith and Susan — can truly say that cruising in Mexico has turned out even better than what we dreamed while working to make our cruising life a reality.

We sailed down to Mexico's sunny latitudes in October of 2000 with the Baja Ha-Ha fleet, which was a great way to start our cruising lives. During the event we made many great friends that we continued to bump into and have fun with throughout Mexico. It was at Turtle Bay on the Ha-Ha that Susan first became enamored with entertaining the Mexican kids. She made balloon animals for the little ones on the beach, and they loved it. Ever since, she's enjoyed having fun with all the kids on the buses and in the market places.

At this writing we've now travelled as far north as Bahia de Los Angeles in the Sea of Cortez, and as far south as Zihuatanejo on the mainland, and along

the way, we've fallen in love with this enchanting country and its wonderful people. Mexicans tend to be very relaxed and take the time to treat others graciously. For example, one night four of us went out to dinner at Pancho Villa's, a popular restaurant on the beach at

We've fallen in love with this enchanting country and its wonderful people.

Mazatlan. It was crowded so all the tables were taken. The host quickly recognized our disappointment, but seeing a spare table on the side of the building, he came up with a wonderful solution — dinner on the beach itself. The tables, chairs, and settings were carried down to the sand, and candles were lit. *Muy romantico!*

On another occasion, four of us were having lunch at a beachfront *palapa* in Chamela after an overnight passage from Paradise Village, and I happened to mention that I was *muy cansado* — very tired. Upon hearing this, the very lovely waitress promptly began unfolding a custom wood and canvas lounge chair so I could take a *siesta*. What a country!

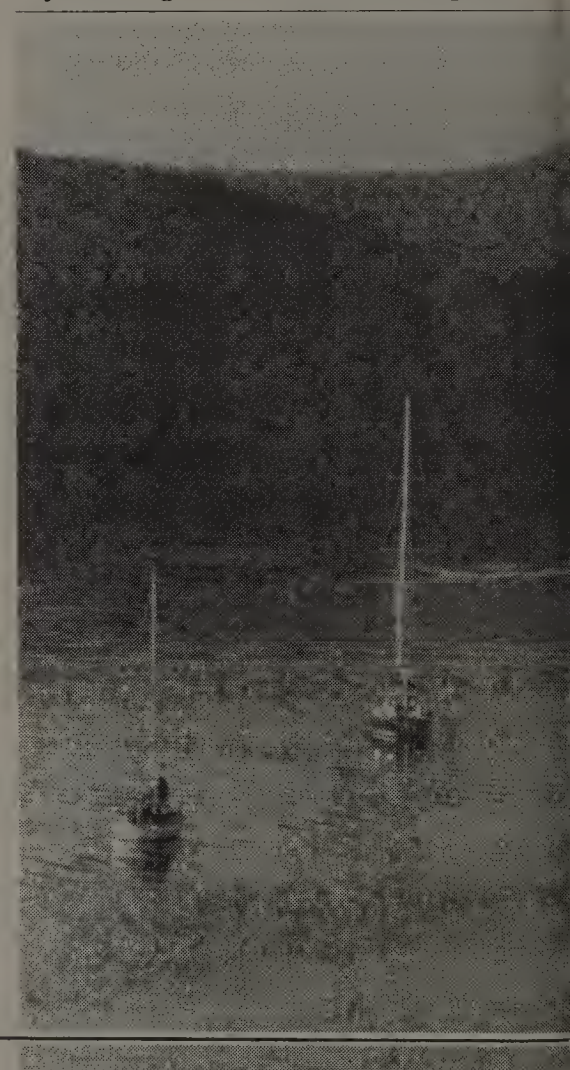
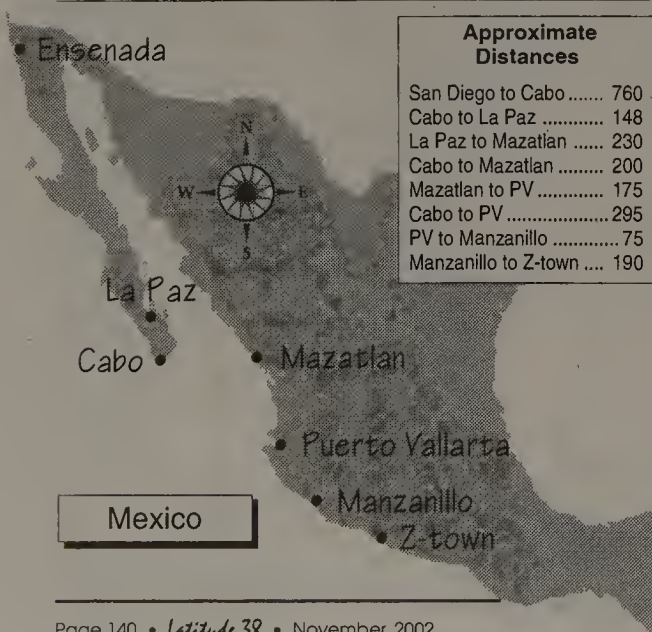
In November we took a road trip inland — something all cruisers must do to fully enjoy Mexico. We stopped at San Blas and took a room for the night. Although the room was small, it was clean and perfectly adequate for our needs. It cost 20 pesos for the night — about \$2.25 US. As if that wasn't a good enough bargain, the owner served us homemade tamales for dinner. The point is not to suggest that Mexico is ultra cheap — many cruisers find it's more expensive than they had imagined — but that the people are generous and warm.

In fact, we could write a book about the considerations that have been shown to us by everyone from common people to officials. Yes, the procedures for clearing in to each port are time-consuming and expensive, and they need to be replaced with a reasonably priced annual cruising permit. Nonetheless, all the port captains and other officials have been polite and courteous during all our dealings.

Another wonderful aspect of cruising Mexico is that you become much closer to nature. In the 18 months we've cruised here, we have enjoyed everything from spectacular and tranquil desert

landscapes of Baja, to the full-on jungles of mainland Mexico on the southern edges of Banderas and Tenacatita Bays. And we can't count the times we've been visited by dolphins — who never fail to have us marvelling at their speed, grace, and beauty. We've sailed through pods of pilot whales in the Sea, gasped in awe as a humpback whale jumped clear out of the water near our boat at Banderas Bay, and generally have come to feel as though we were living in nature — as opposed to being isolated from it.

There are two distinct cruising areas in Mexico, the Sea of Cortez and the mainland. The Sea is most popular in the spring and fall when the temperatures are mild — although some cruisers still enjoy it through the cool of winter and the extreme heat of summer. On the other hand, Mazatlan south on mainland Mexico is ideal for winter cruising because of the warm air and water temperatures. There is virtually no summer cruising south of Puerto Vallarta because of high humidity and plentiful rain — to say nothing of the threat of tropical



— A MEXICO CRUISERS' PRIMER

storms and hurricanes.

The speciality of the Sea of Cortez is isolated anchorages. If your idea of fun is getting 50 miles from the nearest highway and bright lights, this is the place for you. The clear waters of the Sea are justifiably renowned for terrific diving, particularly in the late spring through late fall when the water is warm. Although it's being threatened, the Sea remains vibrant with sea life, and many cruisers enjoy 'living off the sea'. There are many islands in the Sea with dramatic geological formations and cactus forests, and they are great for hiking. Bring your camera when climbing to the summits, for the panoramas are spectacular.

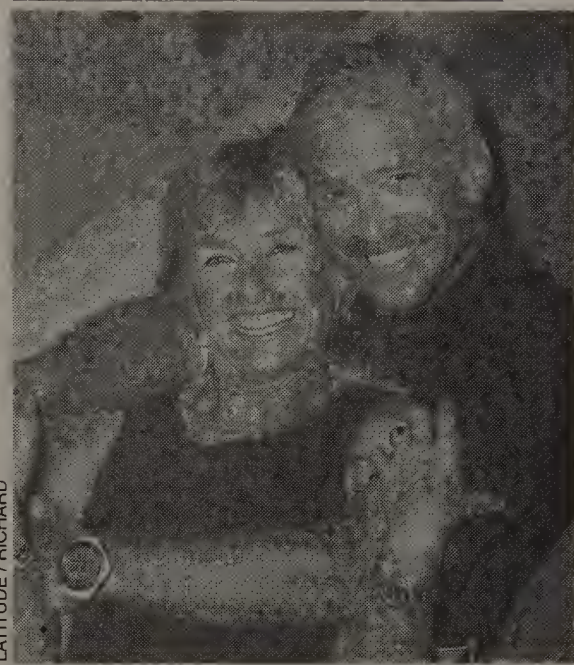
Not all anchorages in the Sea are remote, and in any event there will always be a few fellow cruisers around, so there are always cruiser get-togethers. While we were in Concepcion Bay, the hot activity was bocci ball on the beach, instigated by John of *Scarlet O'Hara*. Competitive games went on into the warm

Mexico has it all: Tranquil anchorages like Caleta Partida in the Sea of Cortez contrast the frenetic nightlife of cities like Puerto Vallarta.

nights, illuminated by flashlights, with the crews of *Scarlet O'Hara*, *Neener³*, *Final Straw*, *Jasmine Isle*, *Toucan*, *Roxanne* and *C'est La Vie* contending for top honors. After bocci ball or other socializing, we cruisers would often go in groups to Ray's restaurant at Caleta Santispac, where the coconut shrimp is to die for!

The two big cruiser events in the Sea are the Club Cruceros' Sea of Cortez Sailing Week, which is held in early April at the islands off La Paz, and Loreto Fest, which is held in early May at Puerto Escondido. In the last five years or so, the latter has really come on in popularity. Both are primarily social events, with lots of fun and silly activities. Loreto Fest has become particularly well known for the terrific music provided by musicians from the cruising fleet. For the more athletically inclined, there were 30 teams that signed up to play Over-The-Line baseball on a lumpy field.

La Paz is the only big city on the Baja side of the Sea, but a book could be written about all the wonderful things it has to offer — and it's surprisingly cosmopolitan. We'll never forget the lively per-



LATITUDE / RICHARD

Every time we run into Susan and Keith they seem to be smiling from ear to ear. It's safe to say they're having the time of their lives.

formance of the Guadalajara Philharmonic Orchestra which we enjoyed with Tom and Kathy off *Tai Tam II* in a modern theater. It cost only 50 pesos each — about \$5.40 U.S. When it was over — we walked through the warm night (dressed in shorts) under the bright stars back to our boats. Try that in San Francisco!

The mainland is Mexico's other great cruising area. We've enjoyed wonderful times on the mainland from San Carlos up in the Sea — where we left the boat for the hot months of August and September to return to the States to visit family and friends — as far south as Zihuantanejo, which is less than a day's sail north of Acapulco.

Mazatlan, at the very southern end of the Sea of Cortez, is one of our favorite cities, as it hasn't been spoiled by tourism. During our two stays in this old city, we particularly enjoyed the authentic Old Town, with its great open market and plaza. The cuisine in Mazatlan is excellent. Brent and Sue off *Akauahelo*, and Neil and Debra off *Tranquilo*, introduced us to Pedro and Lola's, where the food — and dancing — are wonderful. On another occasion, we shared a delicious Italian dinner at Anthony's with Ron and Karen off *Aegean Odyssey*. We were introduced to Thorney's, famous for its hamburgers, by Bob of *Wandering Star*.

During both our visits to Mazatlan, we stayed at the very comfortable El Cid Marina, which is part of a resort that has all the amenities and more. In fact, it was



LATITUDE / ANDY

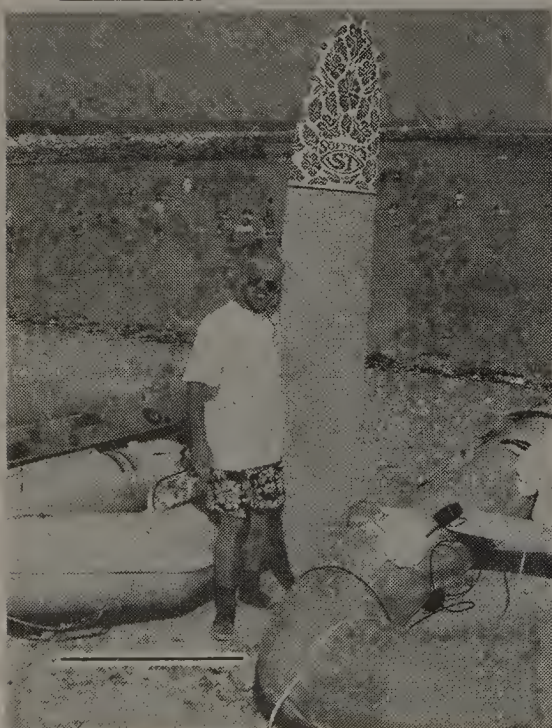
REFLECTIONS FROM 'OUT THERE'

so nice we spent several weeks there. For a couple of years, Marina Mazatlan — located across the channel — became popular for its great cruiser Thanksgiving dinners with a dance band. But then there was a court battle over ownership of the marina, and no new boats were allowed in. It's our understanding that the problems have been resolved and the marina is once again welcoming new berthers.

When travelling south from Mazatlan and Puerto Vallarta, nobody should miss Isla Isabella, a nature preserve that was featured in one of Jacques Cousteau's films. The rugged island is a protected nesting ground for frigate birds and both yellow and blue-footed boobies. Hiking amongst these breeding birds is like living in the pages of *National Geographic*. A group of students from Germany and Denmark were on the island doing graduate studies when we visited, so we invited them out to our boat. The German fellow hadn't had a cold beer in four months — and was most appreciative!

For history buffs and surfers, there's no sailing past San Blas. In the 1600s, San Blas was headquarters for Spain's domination of the Pacific Ocean. There are interesting ruins of a large fort that overlooked the city, the Customs House, and the cathedral — which was the inspiration for Longfellow's poem *The Bells of San Blas*. While in San Blas, we had a pleasurable visit with Norm and Jan Goldie, who moved to San Blas from New York City 26 years ago. The Goldies do a lot of charitable work for the locals, and also assist cruisers. Norm can often be

Surf's up! Out at Punta Mita, at the northern tip of Banderas Bay, Keith and other cruisers took surfing lessons from Kahuna Bob.



SUSAN LEVY

heard on the popular SSB nets in the morning and evening.

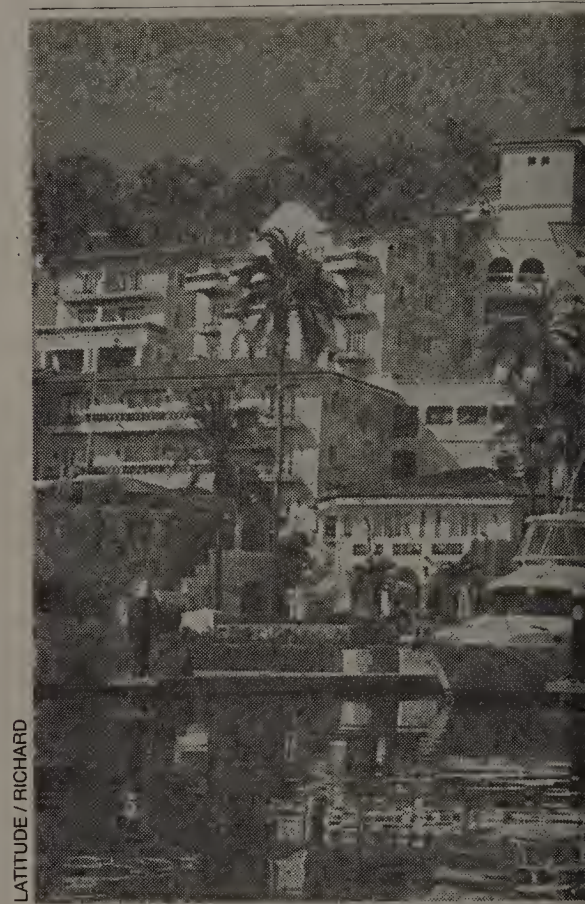
I had a particularly good time surfing at nearby Mantanchen Bay which, when it's going off, is reported to have the world's longest right-hand curl. Being a senior surfer, I particularly liked the shallow sandy bottom, which meant I could walk rather than paddle back into the lineup. I spent a couple incredible afternoons surfing Mantanchen Bay with fellow sailor/surfers Neil and Debra of *Tranquilo*, and Kanoa, the teenage son of Dave and Kim of *Maluhia*.

Chacala is a small cove with a beautiful sandy beach just north of Banderas Bay. It's one of the most picturesque anchorages on the mainland. And there's nothing wrong with Rincon de Guayabitos, a few miles further south.

The longest time we spent in any one place in Mexico was at Paradise Village Marina at Nuevo Vallarta — located in Banderas Bay about five miles up the coast from Puerto Vallarta. Paradise is a family resort that was built and is run in a style that some of the first class resorts in Mexico could only hope for. Thanks to the efforts of Harbormaster Dick Markie, his wife Gina and their staff, the marina has had to rapidly expand to meet the cruising community's demand for slips.

The nice thing about Paradise Village is that cruisers with slips get to use all of the very fine facilities — including three pools, several hot tubs, countless beach toys, many shops, and at least a half-dozen restaurants. By the way, any cruiser who has been out on the hook for a while will tell you there's nothing like a long, hot shower — even in the tropics! Cruisers can also participate in a nonstop list of activities.

Paradise Village is one of the nicest places in Mexico to have family and friends come down for a visit, as it has everything that sailors and non-sailors could want. Our kids and grandchildren all had a great time — and liked the fact that it was only a 15-minute ride to downtown Puerto Vallarta. We also enjoyed entertaining our Mexican friends at Paradise, where we gave many of them the first sailboat ride of their lives. When we were not entertaining family or guests at Paradise, we enjoyed walks on the 10-mile-long sandy beach, boogie boarding, and playing volleyball with fellow cruisers such as Jack off *Elixir*, Mike off *Uhuru*, and Tom off *Roxanne*.



LATITUDE / RICHARD

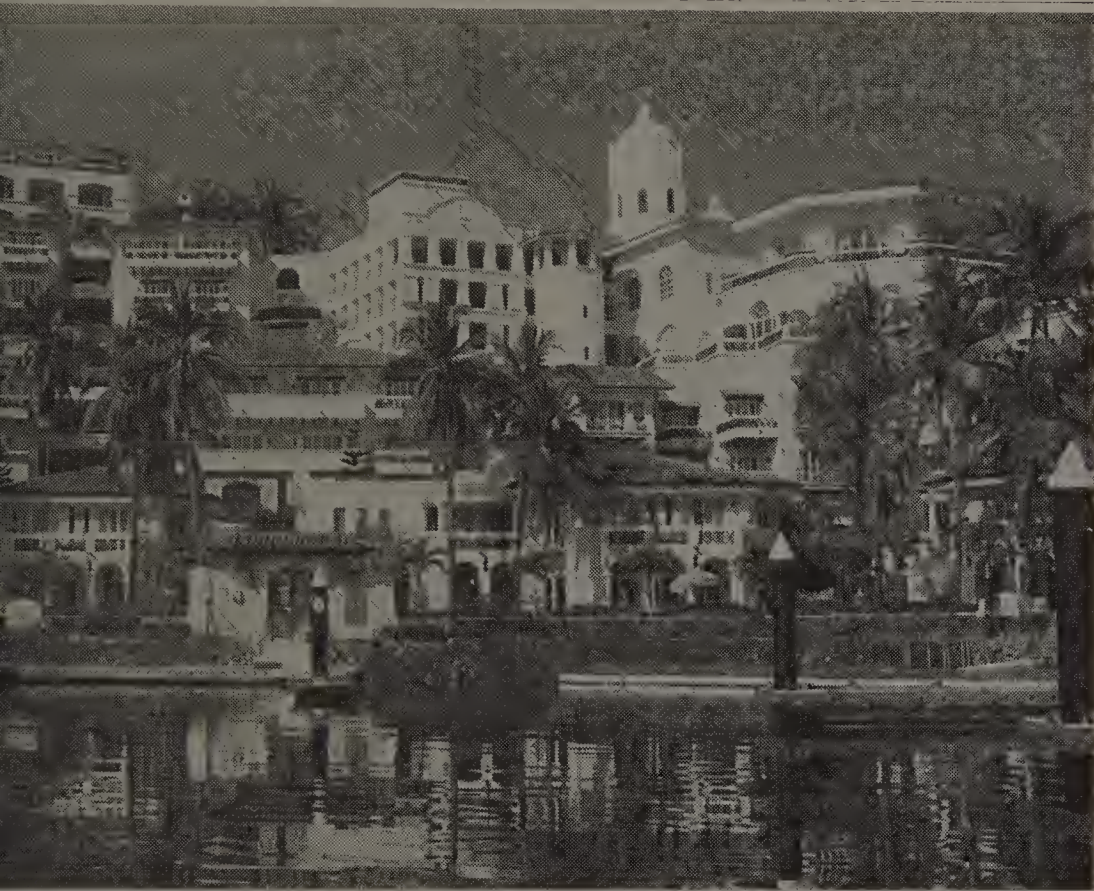
Speaking of Tom reminds us that cruising is not all fun and games. Although the pace is much slower and less stressful in Mexico, cruisers are still afflicted with an assortment of injuries and ailments. The flu, for example, seems to cut through the cruising community every season. A good medical bag with plenty of antibiotics and serious pain medication is essential. Most drugs can be obtained without a prescription in Mexico, but you'll want to be careful playing doctor.

Tom is a retired emergency room doctor who, before taking off to the South Pacific, rendered invaluable medical assistance to many in the cruising community. I was fortunate that he was around when I had my kidney stone attack so he could administer intravenous pain medication. Tom only *thought* he was retiring. Thanks Tom, from your friends in the cruising community!

Although we're glad Tom was there, good medical care is available in all of Mexico's larger cities. In fact, the only reason that some cruisers return to the States or Canada to have surgery is because of health insurance issues.

When it comes to sailing breezes, Banderas Bay is as dependable as San Francisco Bay. The only difference is that it blows about seven knots less and the air is 30 degrees warmer! In other words, it's pretty hard to imagine more ideal conditions for easy sailing. Fifteen miles by 12 miles, the deep blue waters of

— A MEXICO CRUISERS' PRIMER



Located at Barra de Navidad, south of P.V., Grand Bay Marina and Hotel is one of the newest resort facilities on the Mexican mainland.

Banderas Bay teem with sea life. On any given day, it's not unusual to see dolphins, turtles, rays, and humpback whales. It's a nature lover's paradise.

The Banderas Bay Regatta, which is strictly for cruisers, is now in its 11th year. It is staged out of Paradise Marina toward the end of each March. We participated twice and we're really glad we did. The Regatta is much more than just a low key race for cruisers, it's also where many folks meet up one last time before the end of the cruising season. Paradise Village is also home to the Puddle Jumper's Kick-off Party in early March, for folks getting ready to sail across to the Marqueas.

Puerto Vallarta, of course, is the most well-known city in Banderas Bay. City-loving cruisers take berths at Marina Vallarta at the edge of town, while those at Paradise Village have to take a 10-mile, 10 peso bus ride. The one thing everyone does in P.V. is stroll on the Malecon — on the old town waterfront — in the warmth of the evening. We're talking about thousands of people, locals and tourists alike. Shopping and dining are also good in Puerto Vallarta. Our favorite restaurants were Archie's Wok, Chef Rogers, and Pee Pees. We also had great meals at Trio with friends Jan and Signe

from Raven, and at the River City Cafe with Brent and Susan off *Akauahelo* on Christmas Eve 2000.

Banderas Bay is also home to a number of wonderful smaller towns: notably Punta de Mita, La Cruz de Huanacastle, Bucerias, and Yelapa. Bucerias is a short bus ride or long walk on the beach from Paradise Village. It's worth the trip just to dine at Mark's, a first-class restaurant with a lovely courtyard. When there's a south swell, Punta de Mita offers a number of good surf breaks — including 'the Mexican Malibu'. I took surfing lessons there from Kahuna Bob — as did Bruce Nesbit, our visiting guest from the Richmond YC. Kahuna comes down from San Diego every season with a load of rental boards and gives lessons.

La Cruz de Huanacastle is an all-time cruiser favorite because you can anchor for free and it has the flattest water in the entire bay. You can't walk 10 feet in little La Cruz without bumping into a cruiser. Two years ago, Lewis and his band, along with Gary off *Ishi*, provided great musical entertainment on Monday nights at Dos Felipes.

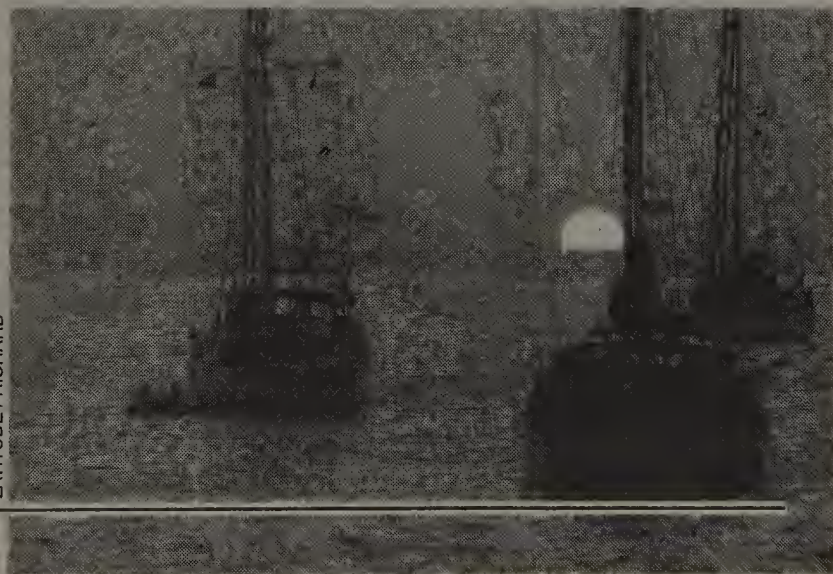
They were soon joined by other cruiser musicians and local artists. We enjoyed several magical nights dancing in the street under the stars at Dos Felipes. If you're in California, you have to keep reminding yourself that it's always plenty warm at Banderas Bay, even after dark.

Last year the hot spot in La Cruz was Philo's. Philo Hayward did the 2000 Ha-Ha aboard his Cal 36 *Cherokee Spirit*, then bought a nightclub in La Cruz. We went to the grand opening and have burned up the dance floor several other times since. Thursday nights were the big night at Philo's, and many cruisers would hop aboard Blair Grinols' *Capricorn Cat* to sail over from Paradise for dancing. La Cruz is also home to Papacitos, one of our favorite restaurants. It's owned by a German family who serve wonderful European cuisine. The restaurant was especially fun on Friday nights, when Lacho and Andrea, musicians from Germany, played gypsy guitar.

Intoxicated by all the music, last year I attempted to become a musician myself. I bought a guitar in Paracho, the well-known town where most guitars are made in Mexico. I took a few lessons before concluding, once again, that I have no talent. In as much as I enjoy music, I did the next best thing — I became a promoter, setting up some jam sessions in the spacious Paradise Village amphitheater. Featuring musicians from the cruising community and young talent from La Cruz, we had some great musical evenings — not the least of which was St. Patrick's Day.

There is also wonderful cruising to be enjoyed along Mexico's Gold Coast between Puerto Vallarta and Manzanillo. There are many anchorages, but the

End of another day in paradise. Mexico is such a pleasant place to cruise, that some folks stay for years.



LATITUDE / RICHARD

REFLECTIONS FROM 'OUT THERE'

most popular by far is Tenacatita Bay, a three mile by three mile bay backed by jungle. The anchorage is almost always calm, so there's always a large group of cruisers hanging out and getting together for dinghy raft-ups and potlucks. There is no check-in required here — unless you count checking in with Don of *Windward Luv*, the self-proclaimed mayor of Tenacatita. A favorite activity in this anchorage is taking your dinghy through the mangroves on the 'Jungle Ride', snorkeling in 'the Aquarium', and then having lunch at one of the *palapas*. Mexican Fiesta is a favorite. The former French restaurant that used the old McHale's Navy set on the beach reopened last year as Casa de Pirates. Who knows what it might be this year?

Six miles south of Tenacatita Bay is the entrance to Bahia de Navidad. Cruisers either anchor off the town of Melaque or in the shallow lagoon at Barra de Navidad. We chose to stretch our budget and spend a few days at the Grand Bay Hotel Marina. We have been to a number of fabulous resorts in our former lives, but in our opinion nothing matches this place for its setting, architectural

splendor, and the beauty of its landscaped grounds. The Grand Bay offers every activity imaginable, including grass tennis courts and a world class 27-hole golf course. We couldn't afford to play

It's a long way south to Zihuatanejo, but almost all cruisers will tell you that it's well worth it..

the course, but we did enjoy the inexpensive breakfast buffet.

It's a very short water taxi ride from the luxurious marina to the budget vacation village of Barra de Navidad, where there is good dining. We enjoyed the Mediterranean food at Olive's with our good friends Pete and Jean off *Neener³*. When we stopped at Barra on the way north, the surf was running, so I enjoyed a few more hours of surfing.

Last year many cruisers avoided Bahia de Navidad because of the rather cumbersome check-in procedures. You

must first check in with the port captain in Barra, then take a bus to Melaque to pay your check-in fee, before returning to the port captain's office to complete the process. The entire procedure has to be repeated when checking out.

Further south, we enjoyed stopping in Bahia Santiago, which is just north of Manzanillo. Taking the dinghy into shore and having breakfast at the restaurant on the well-maintained grounds of the Miramar Hotel is a fun outing. We also enjoyed taking the bus from the beach into the quaint town of Las Hadas, which has a great marketplace for provisioning.

The next major anchorage down is Isla Grande, near Ixtapa. It's nice on weekdays, but on weekends the jet skiers and water skiers will drive you nuts. Ixtapa is home to a large marina, as well as a big tourist resort, and many cruisers leave their boat there for trips back to the States.

It's a long way south to Zihuatanejo, but almost all cruisers will tell you that

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— A MEXICO CRUISERS' PRIMER

it's well worth it. In fact, it's probably the favorite place in Mexico for a majority of cruisers. The air and water temperatures are always warm in Z-town, the skies are nearly always blue, and there's a mellow vibe. It's not uncommon for cruisers to stay for months, so it's a hub of cruiser activities. If cruisers aren't playing volleyball on La Ropa Beach, hopping aboard *Capricorn Cat* for snorkel trips to Isla Grande, they're playing Mexican train — a popular domino game — at Rick's Bar. All kinds of get togethers are popular, on boats, in Z-town, or even up to Ixtapa for movies and such.

Our fun in Z-town started with Jean's (*Neener*³) surprise birthday party upstairs at Rick's Bar on December 13. Many in the cruising community enjoyed the dinner and dancing that night. Then Ray and Sandy aboard *Puffins* organized a great Christmas dinner at the Zihuatanejo YC that was attended by approximately 60 cruisers. New Year's Eve found many of us participating in the baby turtle release on La Ropa beach at sunset. Then it was out to dinner and dancing at Rick's Bar and on the down-

town plaza with all the locals. There was a great fireworks display on the beach downtown adjacent to the plaza.

While in Z-town, I was the self-appointed Athletic Director, and organized volleyball and basketball games. The volleyball games were particularly fun because we had so many vacationing Mexicans participate. Many became regular participants, and we made some new friends.

On Sundays after volleyball, many Northern California cruisers would gather at La Perla's restaurant to watch the 49ers. Z-town has good restaurants. We had a great meal in the very pleasant courtyard at Coconuts, and helped celebrate Joanie of *Capricorn Cat*'s birthday at Villa de la Selva in Ixtapa, the restaurant with the best view in all of Mexico.

We were fortunate to have shared Mexico with a wonderful group of cruisers. Those mentioned in this article are a small fraction of the many friends we have made in the last 18 months. We

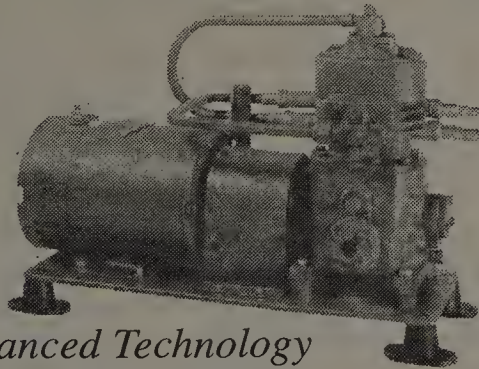
have never been part of such a friendly, supportive, and caring community of people. Whenever any cruiser needs help, there are always other cruisers ready, able, and willing to come to their assistance. When it comes to emergencies, important information, weather, and assistance of all kinds, the information gets around quickly thanks to the many radio nets, be they VHF, SSB, or Ham. We used the Amigo, Southbound and Chubasco nets the most.

Spring is the most difficult time in Mexico, because that's when the cruising community splits apart, with some going to Central and/or South America, others head across the Pacific, and many others staying in Mexico for another season. In the spring of this year, we ourselves headed across the Pacific, but hopefully we'll see many of our cruising friends in other parts of the world. Until then, we're glad to have SailMail to allow us to stay in touch.

As we headed off, we wondered if the people in the new countries we'll visit will be as friendly as Mexico. We sure hope so.

— keith and susan levy

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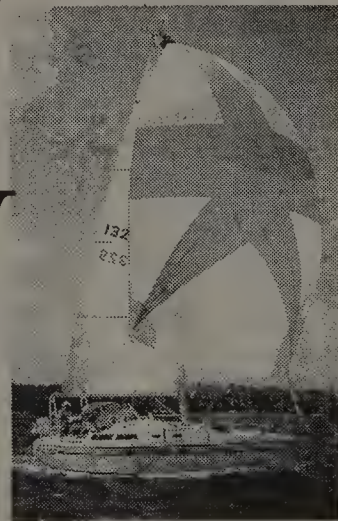


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TEN THINGS ABOUT...

In mid-September, we had the pleasure of sailing with Los Angeles attorney Damon Guizot on his beautiful Swan 53 *Katrina* in the 12th biennial Swan Cup in Sardinia, Italy. The six-race, no-throwout series was sailed in the scenic waters off Porto Cervo and hosted by the exclusive and recently refurbished Yacht Club Costa Smeralda. It turned out to be the largest gathering of Swans ever witnessed, with 112 of these Nautor-built beauties in attendance (97 racers; 15 cruisers). Thirty-one different types of Swans competed, representing 21 different countries, including 11 entries from the United States.

An estimated 2,000 people participated in the international regatta/boat-show/glamfest. Enrico Chieffi, Nautor Group's marketing director, characterized the Swan Cup as Nautor's Swan's single most important event. "It not only brings the largest gathering of Swans from around the world to one place for a competitive regatta, but it also stands Nautor apart from other builders by reinforcing the relationship with our owners."

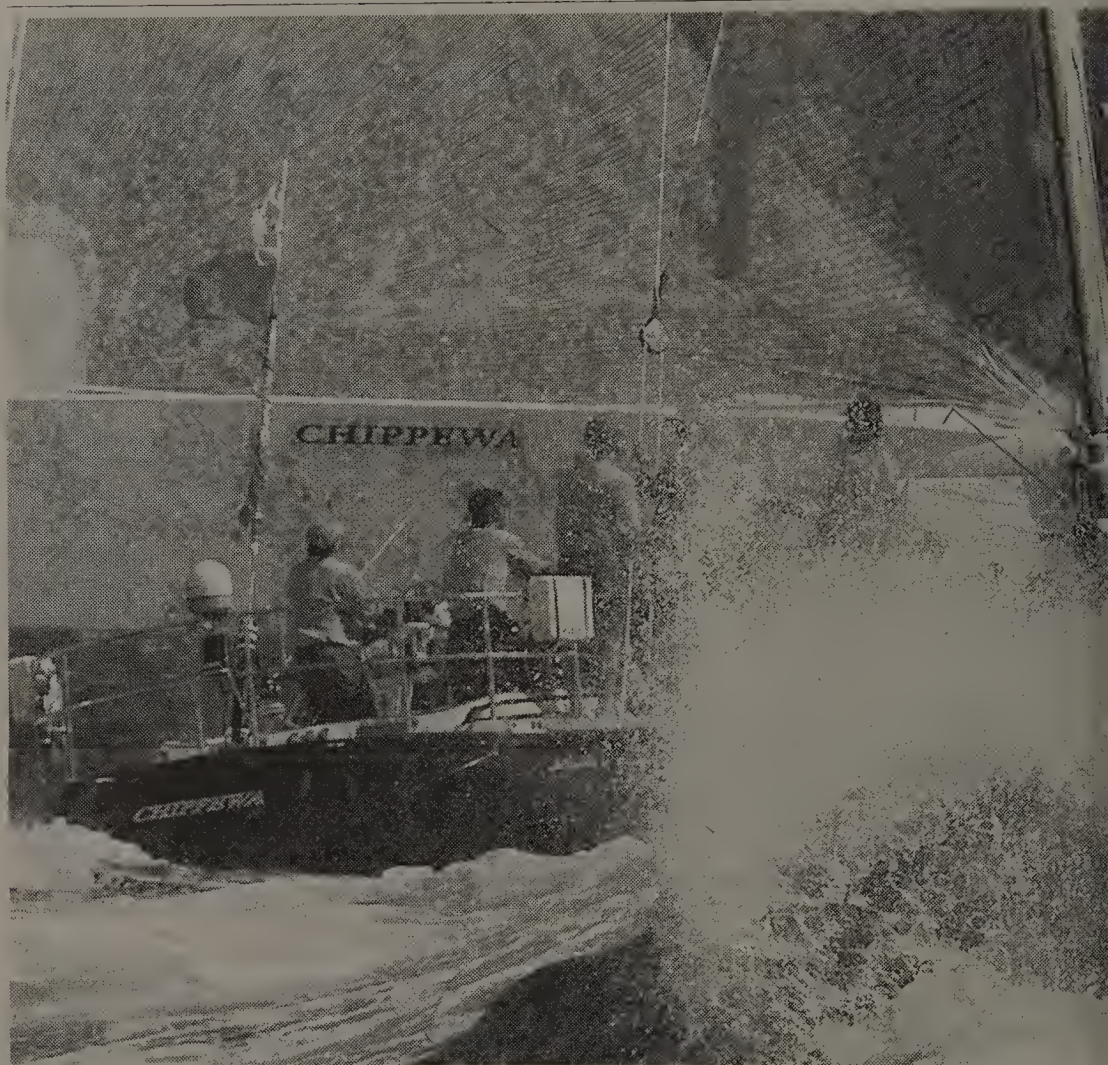
It was a highly interesting and fun week, certainly one of the best experiences we've had around the sport of sailing. Here are some brief impressions of the Swan Cup and Sardinia, edited heavily to fit in our allotted pages:

1) Sardinia is a **long, long way away** — nine time zones, almost 7,000 miles, and over a day of flying. Our group — which included afterguard members Robin Sodaro, Tom Leweck and Alan Blount, and the Bay Area foredeck tag-



Beauty, history, great food — Sardinia has got to be one of the best places to sail in the world.

team of Joe McCoy and Kevin Riley — took a redeye from California to Paris, then down to Rome, where we spent the night before flying over to the island of Sardinia the next morning. Naturally, we



'Chippewa', an American 68-footer, dances with waves in the windy first race.

went for a long walk that evening, taking in sights like the Trevi Foundation, the Spanish Steps, the Forum, the Coliseum and perhaps a bar or two. It whets our appetite to go back, as one easily needs a week or two to really see Rome.

Finally, a one-hour flight took us into Olbia, a shipping port on the northwest corner of Sardinia. After a 45-minute cab ride, we arrived in Porto Cervo.

2) Porto Cervo was developed by the Aga Kahn and his wealthy pals beginning about 30-40 years ago as their personal playground. It is **modern, efficient, expensive, beautiful**, and did we mention expensive? Think private jets, huge powerboats, second houses, and *Lifestyles of the Rich and Famous*. In fact, the local shops shamelessly sell almost nothing except diamonds, furs, watches, designer clothes and other unattainable baubles. The restaurants serve fabulous, overpriced Italian food (we cooked in our apartments several times near the end of the week). Drinks are expensive, too — with the exception of the Clipper Bar, where the working

class (read: sailing crews and hired hands off mega-yachts) meet to sip beers and watch the passing parade. The people are all rich, gorgeous, friendly, and smoke too much.

Porto Cervo's redeeming qualities include beautiful natural scenery (picture the Virgin Islands with Cabo-like rocks and vegetation), some nearby historic ruins and, particularly this September, an abundance of yacht races. The Rolex Maxi Worlds were held the week before the Swan invasion, and the Sardinia Cup, an annual IMS/Farr 40 regatta, was held the week after.

3) The reason for all the regattas is that this is a **fantastic place to sail**. The islands off the Costa Smeralda ('emerald coast') are a beautiful and dramatic cruising ground, and also make for some challenging race courses. There are lots of rocks to keep things interesting, as the Wallyboat *Askherout* discovered a week earlier in the Maxi Worlds — they hit one while blasting downwind and sank in under 15 minutes!

Sardinia seems to be a 'feast or famine' sailing venue — either too much wind

THE SWAN CUP IN SARDINIA



ALL PHOTOS CARLO BORLENGHI EXCEPT AS NOTED

4) Some people take the Swan Cup very seriously, and the **racing was surprisingly competitive**. The owners aren't shy about spending money on their boats and crew, with even Mom-and-Pop level programs sporting snappy new crew uniforms (*Chippewa*, pictured to the left, won the 'best dressed' award). Most of the boats have won regattas at home, or at Antigua Sailing Week or previous Swan regattas — you wouldn't come all the way here if your program wasn't fairly dialed in.

Many of the boats — including five Swan 45s, a couple of Swan 70s, and the gigantic Swan 112 *No Logic* — were virtually brand new. Almost every boat sported fresh carbon sails, and paid rockstars populated the afterguard of all the bigger boats — among them Paul Cayard, Larry Leonard, Ed-Baird, and Steve Benjamin, to name a few of the Americans.

Baird, in fact, steered Tom Stark's Swan 45 *Rush* to victory in a Bvlgari-sponsored pre-regatta 'celebrity' match race against British Laser/Finn ace Ben

breeze hit the high 20s. Baird and Stark, on his ninth boat named *Rush*, took home expensive Bvlgari watches for their efforts.

The next day, when the actual Swan Cup began, three of the five Swan 45s broke their rudders in the high winds, forcing them out for the week. A big and embarrassing flap between the owners and the Swan organization ensued, causing a fourth 45 to withdraw from the series, as well — leaving the well-sailed *Rush* to eventually win Class B without competition from her sisterships.

5) **Beautiful people** were everywhere, and some **serious money** was

spent. There was even some royalty on hand, as Nautor's Swan Chairman Leonardo Ferragamo (of the upscale Italian fashion empire) brought along Juan Carlos, the King of Spain, on his Swan 82 *Solleone*. Unfortunately, supermodel Claudia Schiffer, who attended the 2000 Swan Cup, was a no-show this year.

Shoreside activities centered around a 'regatta village' in and around the YC Costa Smeralda. The five races and four parties were sponsored by Bvlgari, Deutsche Bank, Volvo, Accenture, and



'Rush' beat 'McFly' in the celebrity race.

or too little. We experienced both ends of the spectrum during the Swan Cup. It blew like stink in our practice sessions and during the first race, when the breeze briefly touched 40 knots. Surprisingly, to us at least, the wind wreaked havoc on the sturdy Swans, causing several dismastings, a few broken booms and rudders, and a stack of ripped sails that snaked out the door and around the corner at the local North Sails loft.

There was also a scary situation that day when a German 55-footer lost a foredeck hand overboard, got completely screwed up taking their kite down, and then couldn't find him. A helicopter was scrambled, but it proved unnecessary as a British 56-footer — going 14 knots under asymmetrical kite at the time — spotted the hapless swimmer purely by chance. They turned their boat around in the space of 150 yards, and plucked the thoroughly exhausted — but lucky — person out of the water after a 45-minute ordeal.

Thankfully, the wind calmed down for the next four races. In fact, it became almost nonexistent a few times, and one of the two-race days was abbreviated to just one race, turning the regatta into a six-race series (instead of seven).



LATITUDE/ROB

Swan Lake — Tom Leweck drives '*Katrina*' in the mostly light-air 44-mile 'ocean race', while Robin Sodaro trims the kite.

Ainslie on sistership *McFly*. Designed to showcase the hot new Swan 45s, which look and apparently behave like a bigger Farr 40 with teak decks, the event was canceled after one race when the

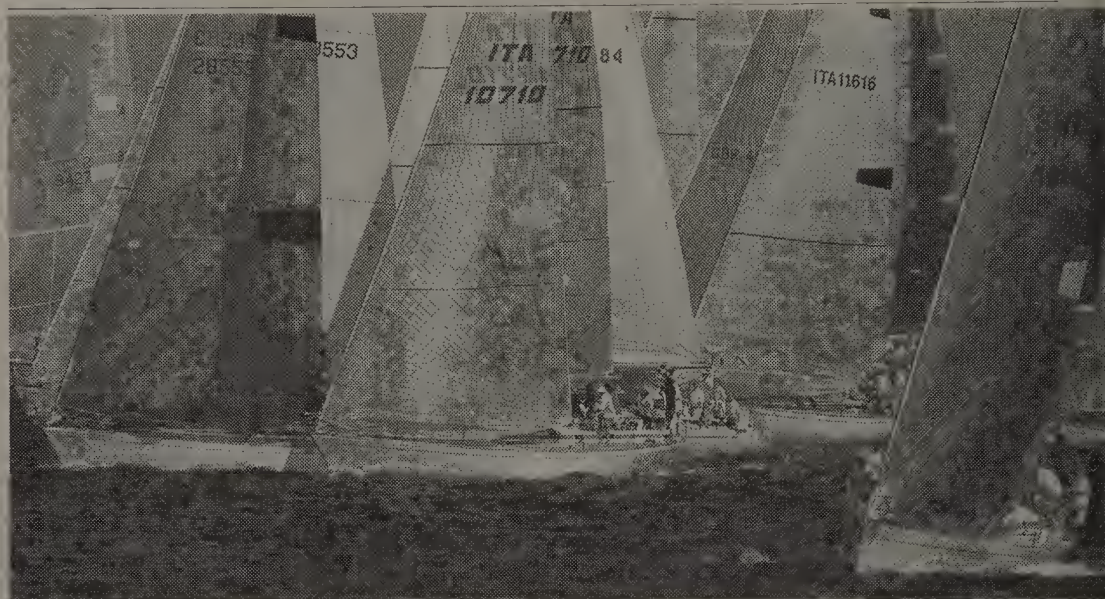
ClubSwan — no global recession among this group! Volvo threw the mother of all parties after the fourth race, putting up their own even more elaborate tent village across the harbor in the old port and treating the crowd to a lavish evening of food, drink and live music.

6) If you ever get to Porto Cervo, be

THE SWAN CUP IN SARDINIA

sure to get over to **Bonifacio**, which has got to be one of the coolest places in the world. On the layday, a few of our crew rented mopeds and zipped around the Sardinian countryside on what turned out to be a rainy, stormy day. The (infinitely smarter) majority took the one-hour trip on a Moby Lines ferry over to the southern tip of Corsica, a French island just north of Sardinia. We spent the day happily wandering around Bonifacio, an ancient walled town and fort built precariously over towering cliffs, perhaps best known as the boyhood home of Napoleon. There is much more history and charm here, not to mention a totally different culture (including the *de rigueur* arrogant French waiter at lunch) and more barren topography than on Sardinia.

7) Swans are the **Mercedes-Benzes of sailing** — big, heavy, luxurious, and certainly the best-built production boats in the world. Some 1,800 Swans have been built over the last 37 years, and most are still in use. The boats attract a cult-like following, and many of the owners are repeat customers. Nautor fosters this so-called 'Spirit of Swan' with a club for owners called ClubSwan, which has its own burgee, club tie, quarterly glossy magazine and, we suspect, a secret handshake and other rituals. However, after living the 'lifestyle' for over a week,



'Katrina' (28553) comes off the always-crowded starting line. There were just two starts — A and B went off together, as did C and D.

'go-fast' items, supposedly allowing all types and vintages of Swans to race fairly. From looking at the results, we couldn't help wondering if the rule subtly favors newer designs, which would naturally encourage sales — or if it's just that new boats generally attract the hottest sailors.

9) **Americans are good Swan sailors**, if the results prove anything. *Rush* and Marty Jacobson's Swan 44 *Crescendo* won two of the four classes, and Frank Savage's Swan 56 *Lolita* was second in fleet to the overall winner, French internet entrepreneur Thierry de Passemar's month old Swan 70 *Fast.net*. Rounding out the top ten overall were *Rush* (3rd), *Chippewa* (8th) and *Cre-*

Swan 53, beating two sisterships. More importantly, we didn't kill anyone in the high winds — and created some friendships and memories which will last a lifetime.

10) Lastly, we were delighted to learn that in the off-years between Swan's flagship event in Sardinia, there are **two other big Swanfests**. The first is the Swan European Regatta, hosted by the Royal Yacht Squadron at Cowes, Isle of Wight, on June 27-July 3, 2003.

The Swan American Regatta follows a month later, scheduled for July 27-August 2, 2003, in Newport, RI. New York YC will host the latter out of their elegant Harbour Court setting. Check out www.nautorgroup.com for details.

Decisions, decisions.

— latitude/rkm

CLASS A — 1) *Fast.net*, Swan 70, Thierry de Passemar, FRA, 20 points; 2) *Sotto Voce One*, Swan 60, Leslie Green, AUS, 24; 3) *Favonius*, Swan 80, Roel Pieper, NED, 31; 4) *Chippewa*, Swan 68, Clay Deutsch, USA, 35; 5) *Constanter*, Swan 62-RS, T. Willem Mesdag, USA, 39. (21 boats)

CLASS B — 1) *Rush*, Swan 45, Tom Stark, USA, 17 points; 2) *Blue*, Swan 56, D. Busch-Johannsen, GER, 19; 3) *Lolita*, Swan 56, Frank Savage, USA, 19; 4) *Noonmark VI*, Swan 56, Sir Geoffrey Mulchay, GBR, 24; 5) *Aqua Equinox*, Swan 56, Filip Balcaen, NED, 30. (25 boats)

CLASS C — 1) *Eurosia*, Swan 46, Loris Vaccari, ITA, 24 points; 2) *Loki*, Swan 48, Stephen Ainsworth, AUS, 25; 3) *Solenia 2*, Swan 48, Roberto Ferrero, ITA, 26; 4) *Lumikki*, Swan 53, Jukka Maki Kullas, FIN, 28; 5) *Aera*, Swan 46, Nick Likiardopolu, GRE, 35. (26 boats)

CLASS D — 1) *Crescendo*, Swan 44, Marty Jacobson, USA, 9 points; 2) *Jacobite*, Swan 48, Stephen James, GBR, 15; 3) *Mylow*, Swan 47, Filippo Molinari, ITA, 23; 4) *Philippides 2*, Swan 41, Balding/Fielding, GBR, 33; 5) *Tortuga*, Swan 47, Guenter Sell, GER, 39. (25 boats)

OVERALL — 1) *Fast.Net*; 2) *Lolita*; 3) *Rush*; 4) *Noonmark VI*; 5) *Sotto Voce One*; 6) *Blue*; 7) *Favonius*; 8) *Chippewa*; 9) *Crescendo*; 10) *Aqua Equinox*. (97 boats)

Full results — www.swancup.com.



When in Rome — The Coliseum, still lit up after midnight, was a stirring sight.

we have to admit that the passion the owners and the Nautor Group share for their Swans seems genuine and well-deserved.

8) Another unique feature of all Swan Cups since 1988 is their in-house rating rule, aka **Nautor's Swan Rule (NSR)**. This mysterious handicapping rule gives allowances for cruising features (and actually encourages living aboard in return for a better rating) and penalizes



Tiny SmartCars, a collaboration between Mercedes-Benz and Swatch, are big in Italy.

scendo (10th).

The other seven American programs didn't fare quite as well. *Katrina*, which Damon had never raced before, managed to come in 11th out of 26 boats in Class C. Our 19-man crew, which included Damon's 83-year-old father Apollo, did win one minor trophy for being the best

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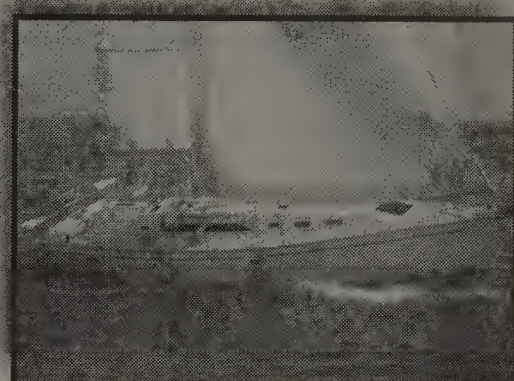
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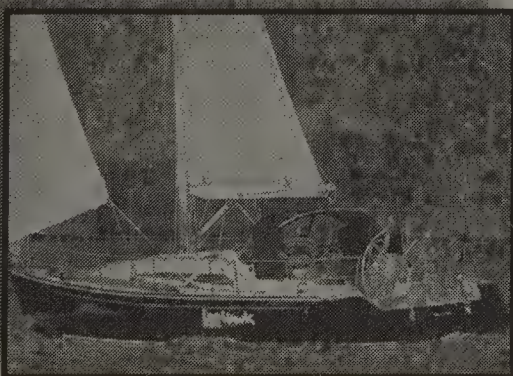
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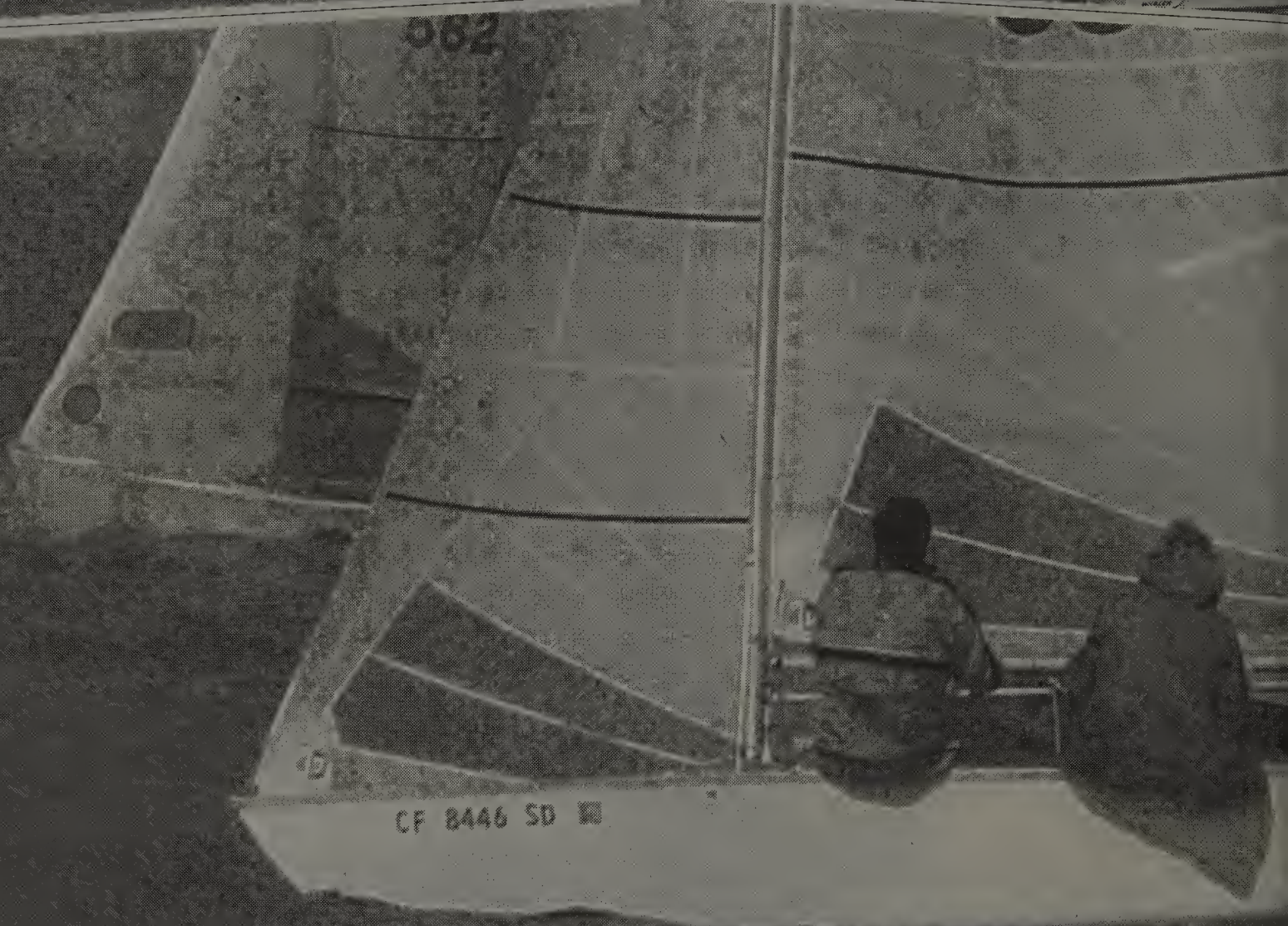
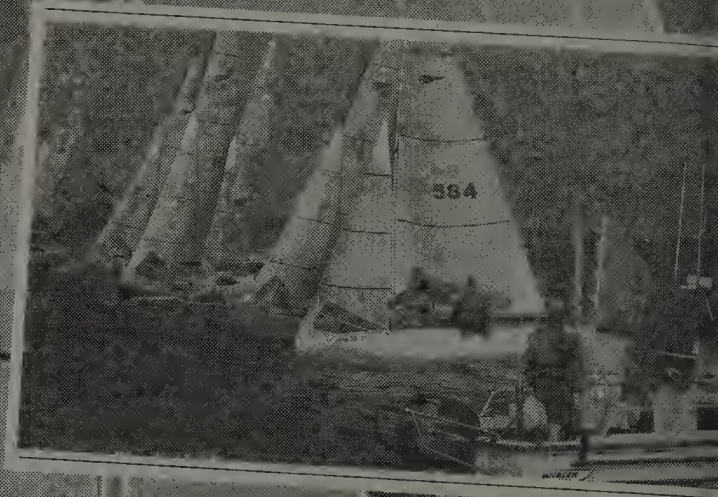
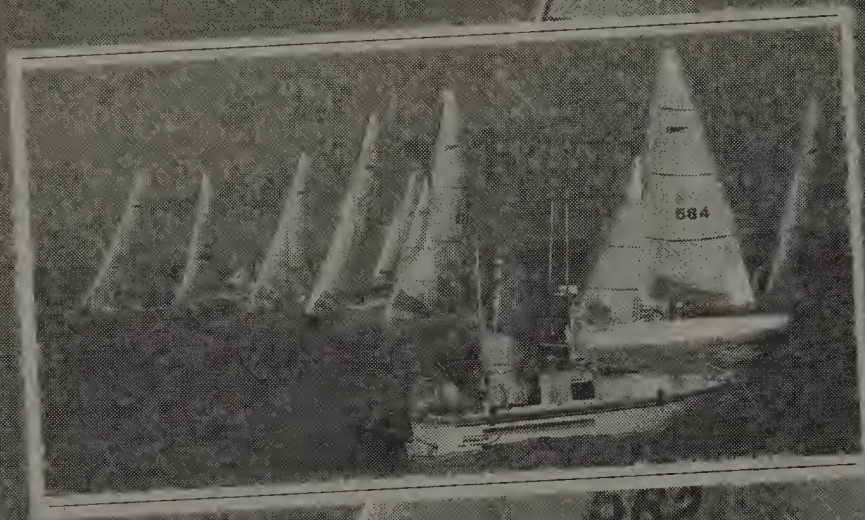
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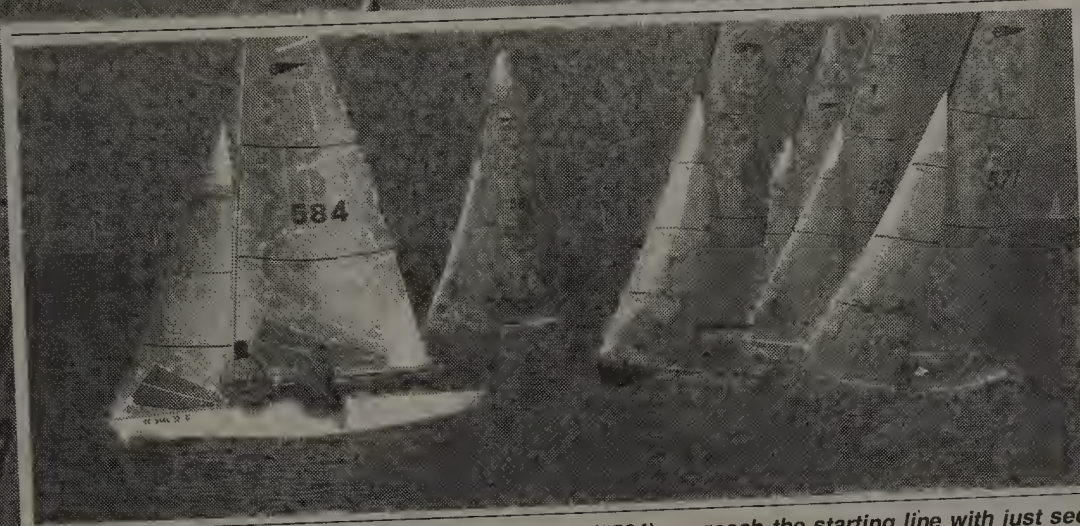
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PORT TACK



Though not quite as rare as a hole-in-one in golf or a grand slam in baseball, a perfect port-tack start in sailboat racing is something you just don't see everyday. It takes timing and guts to pull

off, and when it works, it's a thing of beauty. Steve Jeppesen and crew Ken Maring did it perfectly in last month's Joe Logan Regatta for Mercuries, crossing the fleet with a boatlength to spare.



Mercurial performance — far left, Jeppesen/Logan (#584) approach the starting line with just seconds to go. Near left, hitting the line perfectly at the gun. Spread, not an inch to spare. Above, free and clear. Is that nice or what?

The November issue of *Men's Journal* ran an article titled "Sixty Things a Man Must Do in His Life." Number 40 was — we're not making this up — "Captain a Yacht." Perhaps #40 *should* have read

"port-tack the fleet." Captaining a yacht is easy, port-tacking the fleet is not. Hats off to Steve and Ken — obviously a couple of *real* men — for showing us how it's done.

BAJA HA-HA IX PREVIEW, PART III

More Baja Ha-Ha crew profiles? You guessed it. But we promise, these are the last of them.

Since publishing last month's total, 131 entries, a final late-comer has entered the San Diego to Cabo Rally, bringing the new total to 132, the exact number of entries as in 2001. What is the significance of this factoid? Well... nothing really, expect to note that despite our shaky economy and dire world events, many sailors still need to get away from their workaday routines once in a while in order to put their lives in perspective, commune with nature and spend quality time with friends and lovers. That's precisely what the 750-mile run to the Cape allows them to do.

So without further ado, we present you with the final third of the Baja Ha-Ha Class of 2002.

All the Way — Perry 47

Don & Pam Brame, Henderson, NV

Believe it or not, Pam and Don's romance began via AOL's dating service, LoveAOL. "The love of the sea and sailing is just one of the many things that brought us together," they say. They are both longtime sailors and Don, a retired engineer, is already a Mexico cruising vet, having explored the region with his two kids back in the early '90s. Pam, a Las Vegas real estate broker, has three kids herself, but since all five step-siblings are



Their mutual love of the sea and sailing brought Don and Pam (of 'All the Way') together.

now grown, Pam and Don will be cruising as a duo. Their long-term plans? Wide open.

Abracadabra — Swan 47

Philip Strauss & family, Oxnard

We've often noted that Ha-Ha'ers come from all walks of life and span a broad range of ages, but this group may be setting a record. Crewing for Philip Strauss and his wife Anne Anderson will be

Anne's dad, Angus, who is 85 and still goin' strong.

At the other end of the spectrum is their 1-year-old daughter Ameleize. But the most unique member of the *Abracadabra* crew is their son Jabez, who will be barely a month old by the start of the Rally.

What is Philip and Anne's post-Ha-Ha game plan? To sail around the world, of course, and as wacky as that sounds, given the limitations of their crew, they'll probably do it. Philip already has a wealth of offshore experience. If any of you cruising grandmas and grandpas are 'Jonesing' for a baby fix, make note that *Abracadabra* might need an occasional babysitter.

Barefoot — Cross 38 tri

Jeff Kirby, Costa Mesa

After owning this 20-year-old tri for less than a year, Jeff confides that she's "the slowest tri I've ever sailed — very strong and underpowered, but comfy." No worries, the racing aspect of the Ha-Ha is as laidback as you'll find in any event.

Jeff, aka "the Kirb," began sailing at the age of 10 aboard his Dad's Piver 36, which the family built in their Sacramento backyard. A few years later they attempted a crossing to Hawaii which had to be aborted due to severe weather, so they cruised the California coast instead. Since then, Jeff has sailed all kinds of boats extensively. "If it's blowin'," he says, "I'm goin'."

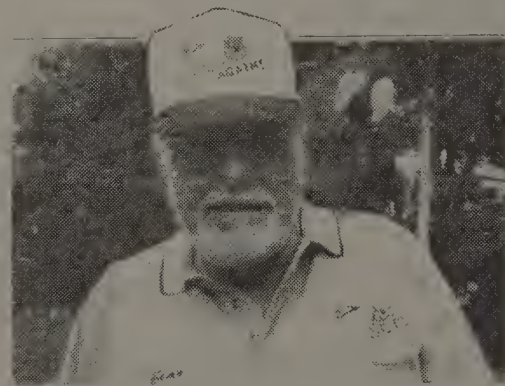
He lists no crew on his entry forms, although singlehanding is a Ha-Ha taboo. But in any case he hopes to explore Mexican waters after the Rally, then continue south on a yet-undeclared itinerary.

Bingo Again! — Catalina 42

Bill 'Bear' Myers, Long Beach

Bear and his wife Lynn Linquist, both longtime sailors, now retired, may be the only Ha-Ha'ers this year to bring along a full-grown macaw. His name is Colonel and he resides aboard within a special, built-in cage. "If he wasn't, he'd eat the boat," explains Bear, "as a bird hasta chew what he hasta chew."

But that's not the only non-human on *Bingo Again!*'s crew list. Lieutenant is a West Highland white terrier who "thinks the entire boat is his." No doubt the ship's cat, Merlyn, would have something to say about that. Believe it or not, all the animals have their own life jack-



Cap'n Bear of 'Bingo Again!' installed a custom bird cage for his macaw named Colonel.

ets and each has been implanted with a microchip — we're not making this up — in case they go missing.

Completing the crew roster are three more humanoids: Chuck and Jan Graf, and Ed Belson. *Bingo Again!*'s post-rally plans are as yet undisclosed, but Bill, Lynn et al plan to cruise Mexico for six months, then bash homeward.

Blo Hard — Cascade 42

Chet & Debbie Loudin, Belfair, WA

"We've talked about doing this for years," say Chet and Debbie. "We love Mexico and the Mexican people." The duo plans to spend the winter there, then continue south to Panama and the Caribbean.

They explain that they didn't give their 41-footer her name, but haven't found a better way to describe her. "Every time we take her out, the *Blo Hard* wants to go south." (She is a veteran of past trips to Mexico.) *Blo Hard* is Chet and Debbie's first sailboat, but having owned her for eight years, they know her well and are rarin' to go.

Blue Star — Taswell 50

**Tim & Diane Scott
Tucson**

Most Ha-Ha'ers only have a vague idea about their post-event cruising plans, but the Scotts seem to have it all figured out. They plan to explore the Sea of Cortez for a spell, then leave *Blue Star* in San Carlos. Later they'll do another stint of cruising in the Sea before trucking the big 50-footer back to the coast. That's when the 'about face' comes in — their next ad-

— SAILIN' TO SUNKISSED LATITUDES

venture will be to sail her north to Alaska. Talk about the best of both worlds!

Blue Star is the Scott's fourth boat and apparently she's a winner: She's the best boat I've owned," says Tim, "and she has everything I wanted in a sailboat."

Boadicea — J/35 Ray & Eileen Huggins Mercer Island, WA

We've never met Ray or Eileen, but we already know they're honest folks, as they confided that they're both "excited and scared." No doubt many in this year's fleet feel the same way. By way of reassurance, however, we can attest to the fact that once most Ha-Ha'ers reach Cabo they say something like, "Gee, that wasn't so hard. We should have done it sooner."

The Huggins plan to take *Boadicea* on an ambitious post-Ha-Ha itinerary that few West Coasters attempt: They'll cruise Mexico and Central America then cross into the Caribbean, sail up the east coast of North America to the St. Lawrence Seaway and navigate through the Great

Jeff says that what his Cross 38 tri 'Barefoot' lacks in speed, she makes up for in comfort.

Lakes to Chicago.

Both Ray and Eileen are longtime sailors but neither they, nor their crew, Jim and Susan Hewitson, have sailed in Mexican waters previously.

Boomerang — Cal 39 Franc Fiamengo, San Pedro

Boomerang's entry is fully paid, but as we go to press we have no additional info on owner Franc or his crew.

Cadence — Fast Passage 39 John Murphy, Sausalito

You'll be pleased to hear that Dr. John is coming along this year. No, we're not talking about the cajun blues singer with the gravelly voice — although having that Dr. John along would certainly liven up the annual Ha-Ha jam sessions. But this Dr. John is a pretty cool character too. He's an expert on emergency medicine at sea (as well as ashore), and hopefully he'll be happy to share some tips and advice with the fleet.

As we go to press, John's crew is still unannounced, but we do know that he plans to spend at least the winter months aboard this lovely Bill Garden sloop.



Meet the Canadian crew of 'Citation'. They just love sailing south.

Citation — Kelly Peterson 44 Kevin & Betty Donohoe White Rock, BC

"Who says things have to make sense," say Kevin and Betty. If we've got the story straight, they bought *Citation* a year ago in Mexico, and jumped right into the cruising lifestyle. The screwy part is that last July they trucked her north from Mexico to Canada "so we could sail it back down again this fall." At this writing they'd done the hard bit — sailing south from Puget Sound to California, adding 1,500 miles of offshore experience to their resumes.

Reflecting on their season in Mexico they say, "Cruising on our own sailboat has enabled us to own our time and choose our adventures, like the Baja Ha-Ha." Alison Tripp will crew on the trip to the Cape, then Kevin and Betty will carry on through Mexico and just "keep goin'."

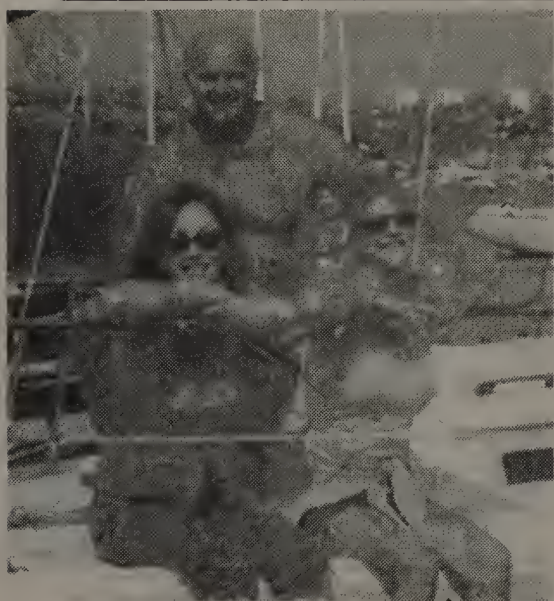
Compañera — Tartan 3800 Susan Flieder & Paul Eichen, Cardiff

Some folks take years in preparation for an event like the Baja Ha-Ha. Others just get the urge, and do it. Paul and Susan seem to be in the latter category. After watching this boat's price slowly coming down for a year, Paul decided to buy it just two months before the firing of the start gun. Susan and Paul's previous boat was a Tartan 31.

Both Susan, a lawyer for the Port of San Diego, and Paul, CEO of the Rokenbok Toy Company, have been sailing for only a few years, but they've sailed extensively during that time. Their crewman, Carey Lawrence, has raced to Mexico before, but apparently none of them have had the pleasure of cruising these sunny climes before. In mid-November they'll have a delivery crew bring *Compañera* to Ensenada.



BAJA HA-HA IX PREVIEW, PART III



Steve, Darlene and Virginia will share watches aboard the plastic classic, 'Eliza'.

Eliza — Columbia 36 Steve Yocum, Balboa

Steve plans to sail the coast of Central America, then head out into the South Pacific and points west. "Please don't make me come back," he pleads.

Steve's been sailing for 18 years and has owned this 1969 classic for most of that time. He's been yearning to become a full-time cruiser for quite a while, but that's not to say he hasn't been doing any voyaging in the meantime. He once sailed from Singapore to Newport Beach nonstop.

Joining Steve on the trip south will be his 'all-girl crew', Darlene Chess and Virginia Moch.

Freebird — Custom 42 cat Dave Howell & Judy Hayden, Camano Island, WA

Now here's a cute story: Dave and Judy met last year when she bought his house — which he built himself — and here they are sailing off into the sunset together. Although Dave is a lifelong 'wa-



After Judy bought Dave's house, he recruited her to sail south with him aboard 'Freebird'.

ter guy', having been brought up in San Diego, Judy began her sailing career just a month before shoving off aboard *Freebird*.

Dave, a retired fire captain, sounds like the kind of guy you'd want to know when the going gets tough and things start breaking — as they invariably will do. He not only built his house, but he also built this big cat over a 7-year period, and launched her in May of 2001. He and Judy will have Don and Jeannie Jovag along as crew on the trip to Cabo, then they'll continue on, exploring the Central American coast.

Grand Slam — Sportfisherman Pat Nolan, Alameda

Pat is happy to be heading south aboard his sleek sportfisher this year, but



'Grand Slam'ers (L to R) Chris, Pat, Doug and Alan — serious, they are not.

before you label him a 'stinkpotter' we should tell you he's an extremely accomplished sailor, having won the J/42 class one season aboard *Je T'Aime*. More recently, he's been campaigning the J/125 *Javelin*.

Pat entered this year's event as an 'innocent' — we use the term loosely — having never done the Ha-Ha before, but he will soon be corrupted by his highly-spirited crew, multi-year Ha-Ha vets Alan Weaver and Chris Maher. If things get silly, blame them. Doug Darling, also a Ha-Ha newcomer, will complete the crew list.

Impulse — SC 52

Bob & Bonnie Fraik, Tiburon

"One thing we learned the last time around: lighter is better!" say these two Ha-Ha 2000 vets. "We will be leaving the cans at home and focus on more quality time at the beachside palapas."

Both longtime sailors, their sleek SC 52 will be one of the sweetest rides in the fleet. After completing the Rally, they

plan to revisit some of their favorite cruising spots and participate in the Banderas Bay Regatta next spring. They've done it twice but never aboard their own boat.

"We look forward to making as many friends on this trip as we did on our last," says Bonnie. "And we also look forward to old friends visiting us in Mexico."

Kingpen — Formosa 51 Joe King, Newport Beach

We don't know much about Joe and his crew, as his forms were not complete when these pages were written, but we can tell you he's got a sweet Formosa 51 named *Kingpen*, and that the Ha-Ha will be the beginning of a voyage back to Joe's hometown, Knoxville, TN.

Kokomo — Caliber 40

Bob & Jane Haggett, Kirkland, WA

"It's time to get the moss and mold off and head south," say Bob and Jane. After reaching the famous Cape, they plan to spend a season in the Sea of Cortez, then head south to the Canal and on into the Caribbean.

Bob, the son of a lighthouse keeper, explains, "For the past 26 years, Admiral Jane and I have been sailing (motor-ing) around the waters of Puget Sound and British Columbia in four different sailboats while raising three kids and supporting the economy." Now, having sold the house, quit their jobs, paid the



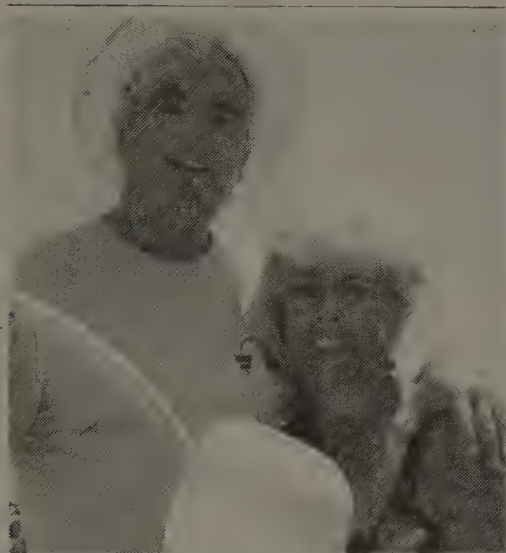
Bob and Jane of 'Kokomo' are bound for the Caribbean.

bills and readied *Kokomo* for long-term cruising, they are chomping at the bit to get underway.

Larissa Kay — Coronado 34 Dean Nash, Oxnard

"I love Mexico," says Dean. "I think I

— SAILIN' TO SUNKISSED LATITUDES



Dean of 'Larissa Kay' thinks he was a Mexican in a former life. (Carol will skip this trip.)

used to be a Mexican, then I was reincarnated as a *gringo*!" And he claims he's been dreaming about cruising in Mexican waters for at least 25 years.

He's owned this Bill Tripp-designed 34-footer for 12 years, and during the last five years he's made so many modifications his friends now call her a "Nash Coronado."

Joining Dean on the trip south will be Rick Hogue and Bob Lang.

Layla — Cal 39

Mark Eason, Roseburg, OR

Mark, who's been working as an environmental consultant, says doing the Ha-Ha is "the first step for a lifestyle change." And he swears there's "no going back."

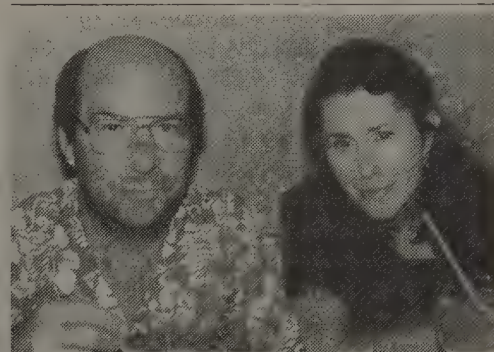
When he acquired this late-'70s 39-footer, she was, as he puts it, "rather dead." But after expending a lot of sweat and pesos he has "resurrected" her into cruise-ready condition.

This winter you'll find Mark and his sailing partner, Anne Scott, exploring the sunny waters of the Sea of Cortez, and eventually they plan to cruise farther south along the Central American coast.

Mykonos — Swan 44

Myron & Marina Eisenzimmer San Geronimo

The Mykonos crew have also made the run to the Cape before. "We enjoyed the 2000 Baja Ha-Ha so much that we're ready for more. Seven months in Mexico wasn't long enough. . ."



After doing the 2000 Ha-Ha Myron and Marina of 'Mykonos' are ready for round two.

This time, their explorations of Mexican waters will be open-ended. "We left our high tech jobs in Silicon Valley and have never regretted it," they say. "Sailing beats the two-hour-each-way commute from Marin to the South Bay any day."

Since their big Swan has lots of creature comforts, they have no trouble finding crew. For the trip to Cabo, they've recruited Zane Shahroody and his son-in-law, Fran Coad.

Limerick II — Bristol 40

John & Hayley Marcous, Sausalito

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BAJA HA-HA IX PREVIEW, PART III

have fun," say John and Hayley. At 31 and 30, respectively, they're still a ways away from retirement, but they've wisely decided to let the rat race churn on without them for nine months while they pursue a long-held cruising dream: to sail south to Panama, through the Caribbean and north to New York. From our experience, the hardest part will be to avoid getting sidetracked along the way.

We'd bet that *Limerick* will be a lucky boat for this young couple. After all, they had their first kiss aboard her, and started prepping her for cruising shortly after their wedding three years ago.

Mudshark — Express 37 **Dave Fullerton & Beki Thompson** **San Mateo**

Dave and Beki are both veterans of the '98 Ha-Ha so this year, they say, they're "relaxed and looking forward to some fun sailing."

As neither of them is yet near the traditional age of retirement, they'll probably have to go back to work eventually. But for the moment, they've quit their



Joe hopes to complete a full circumnavigation aboard 'Osita de Mares'.

jobs in pursuit of a grand plan: They'll spend a season in Mexico, then move *Mudshark* south to Panama, into the Caribbean and up the Eastern Seaboard. Eventually, they'll truck her home from there.

"Beki was a girl scout for seven years and her merit badges in diesel engine repair and mixology will probably do us more good than her three degrees. Dave was a boy scout in Detroit and his merit badges in street racing and urban survival hopefully won't be worth anything."

New Focus — Catana 431 **Paul Biery, Livermore**

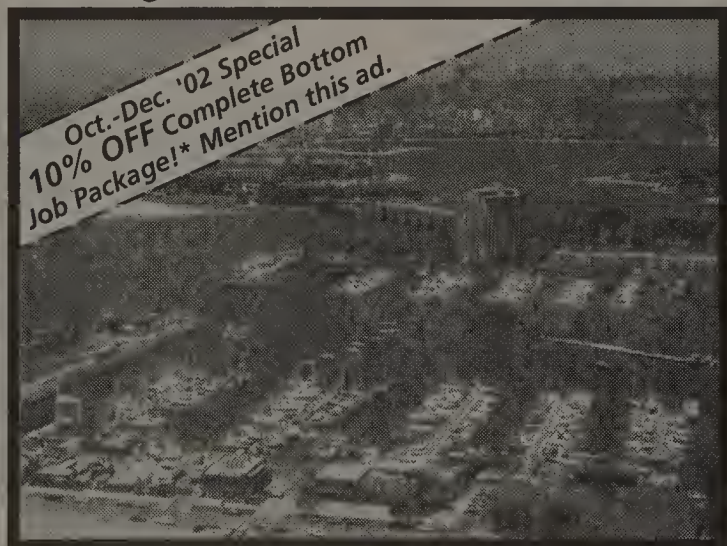
When Paul did the Ha-Ha last year, he'd only owned this sleek 43-ft cat for eight weeks. With that experience under his belt — not to mention the bash back up the coast — he now knows her extremely well. "I've come to enjoy her speed and roominess, which only a cat can offer." Assuming that you don't load them down too heavily, Catanas have a reputation for pointing higher and sailing faster than any other production-built cat, so think twice before challenging Paul to a race.

With nephew Eric Sturm along as crew, Paul plans to cruise the 'Sea of C.' after the Ha-Ha, then head back to the Bay Area in the spring.

Osita de Mares — Yorktown 41 **Joe Engoglia, Laguna Niquel**

It'll be an all-guy crew aboard *Osita de Mares* this time. We don't know if that necessarily means that they'll be eating

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— SAILIN' TO SUNKISSED LATITUDES

frozen burritos all the way to Cabo, but it's probably a safe bet that they'll forego the lace tablecloth and linen napkins.

Joe's mates for the trip are Lee Griswold, C. Kelly, Daryl Saussen and Wayne Smith. Joe has been sailing for decades, and we assume his mates have similar track records. How many of them will continue on with Joe after reaching the Cape is yet to be disclosed — he hopes to do a full circumnavigation.

Pao-San — Amel 53

Jim Dernhl, Grand Prairie, TX

We assume the name *Pao-San* is Indonesian, her first owner's nationality. She was then owned by a South African. As a result, this sleek 53-footer has traveled extensively in both European and Southeast Asian waters.

After buying her in Texas, Jim sailed her home to the Bay (via Panama, of course). Jim sees this two-month trip to Mexico and Central America as yet another shakedown prior to extended cruising after he retires in 3 to 5 years.



Newlyweds Mike and Kim of 'Pacific Jade' plan to take an extremely long honeymoon.

Crewing on the trip south will be Jay Howell, Clifford Kirmss, Cameron Cardy, Harriet Howell and Deward Gillilan.

Pacific Jade — Hardin 40 Mike Clark & Kim Eko, Ventura

"We'll be sailing the Ha-Ha as newlyweds," explains Mike. After spending 18 months in Mexican waters, they plan to

set out across the Pacific, and eventually around the world. We wish them the best of luck — and we're jealous as heck.

Retired from the Air Force and taking a long break from his second career in business, Mike, 48, seems to be a guy who knows what he wants out of life. He's been sailing since he was a kid, and apparently he introduced Kim (who is only thirtysomething) to the sport shortly after they met.

Their stout 40-footer has already proved she's a solid seaworthy boat, having already completed a circumnavigation under previous owners.

Pete's Sake — Hardin 45 Pete Teuber, Coos Bay, OR

Reciting his previous sailing experience, Cap'n Pete explains that he 'cruised' to Vietnam and back in his youth, "but they wouldn't let me drive."

Since he and Bob Petersen will be doublehanding this trip, they'll both get plenty of time behind the wheel. Pete has been planning to join this annual run to the Cape since reading about the first Ha-Ha nine years ago — while he was living in the middle of the desert.



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BAJA HA-HA IX PREVIEW, PART III

Wisely, Pete hasn't over-planned his future, offering no specifics other than the fact that he'll be... "cruising."

Polonaise II — Jeanneau 52 Michael Palczenski San Francisco

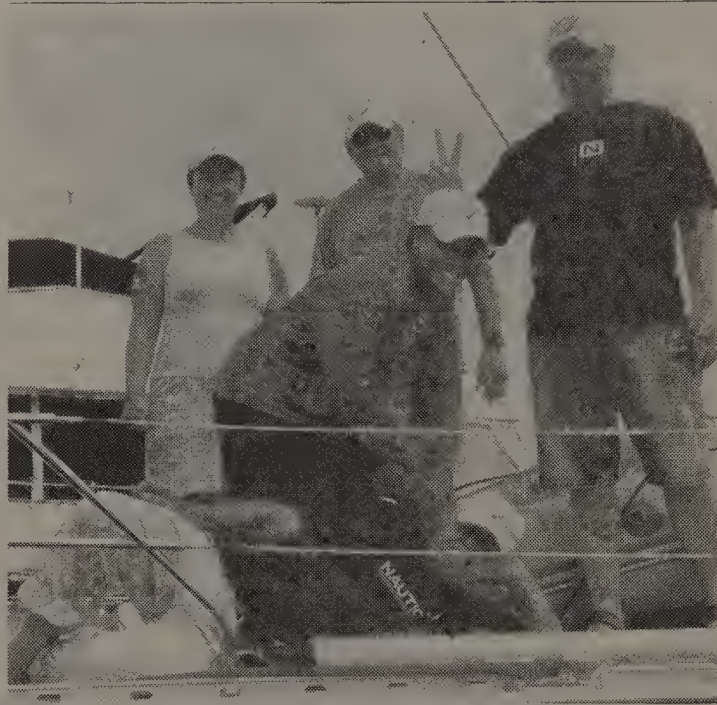
We'll warn you now that Michael is a bit of a joker. Our first clue was when he listed his occupation as "pimp and retired beach bum." Then, in the section of his application which asks about medical skills among the crew he noted that Lee Majenski knows "witchcraft."

Finally, when we read his reason for entering the rally, we knew for sure he was full of beans: "To win the million dollar first prize!"

With Dick Lanam in the role of captain, the rest of this jolly crew will be Mike's son Anthony Palczenski, 18, and his friend J'han Hunter, 19.

Profligate — Surfin' 63 cat Grand Poobah et al, Tiburon

Anyone who's read about the Ha-Ha



The crew of 'Polonaise II' is determined to have a good time on the run to the Cape.

in years past knows that the Grand Poobah is the Ha-Ha's head honcho, ringmaster and figurehead all rolled into one. But please, don't even think about whining to him if things go badly. ("No

whining" is the number one rule of the Ha-Ha.) This custom-built cat has been used as the Ha-Ha's committee boat for the past six years.

The Poobah and his crew of 12 volunteer staffers are boring, lifeless people who don't have the slightest idea how to have a good time. They only sail to Mexico each year out of a horrible sense of obligation.

Pura Vida — Explorer 45 Donna Wilson & Kermit Black Aptos

"After investing large amounts of time and money on safety, we're throwing caution to the wind," say co-owners Donna and Kermit. (We promised not to let it out that he's a marine mechanic, so don't tell, okay?)

Sailing with them on the trip south will be Donna's son Jessen Wilson and his wife Wendy Ingram. It's unclear exactly what their post-event plans are —

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they just said "cruising" — so we assume they'll be going where the wind blows.

Pure Chance — Brewer 37

Scott Hufford, Rancho Cucamonga

"My wife got the gold mine and I got the boat," says Scott of his divorce last year.

An ex-marine who managed to come home from Vietnam with "no holes," Scott eventually gravitated to a career as a fireman. Now retired, however, and with both his kids fully grown, he's ready to attempt a full westbound circumnavigation. "I have no 'baggage' except everything I own on the boat, which has pushed the waterline down six inches." Friends Craig Andreiko and Bob Corcoran will be along for the ride to Cabo.

Q — Willard 30

Daryl Yeakle, San Francisco

Daryl and his ladyfriend Tracy Parsons met while working at a big San Francisco law firm. From a few cubicles



Donna and Kermit of 'Pura Vida' are throwing caution to the wind.

away, she kept hearing him talk on and on about his boat. "Since then," she confides, "I've learned more about sailing, wind, tides and marine toilets than I ever thought I would."

Remarkably the duo paid off the boat, outfitted her and built up a cruising kitty in less than three years by living aboard and keeping their goal in focus. "Now, we're ready for some 'turtle travel' — slow and easy with our home on our back."

As both are only in their early 30s, they'll probably go back to work eventually, but they're "praying to the Nasdaq

gods every day," to forestall that eventuality as long as possible.

Quetzal — Cabo Rico 38

Thomas & Martha Taylor

Little River, CA

"Against my broker's advice," Thomas recalls, "I liquidated my technology stocks in 1999 to buy *Quetzal*. Now, I'm going to Baja and my broker is probably going to jail!"

Although Thomas is a longtime sailor and aviation navigator, he claims he'll use his secret technique to reach the Cape: "I'll just follow everyone else and assume they know where they're going." Owwww. . . Bad idea.

Bryan Bridges will doublehand this pilothouse cutter to the Cape, then Thomas' "best mate" Martha will join him for some cruising and to do an academic language project on the west coast of Mexico. Both are former college professors.

Raven — Nauticat 52

John & Heidi Bollinger, Madison, WI

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BAJA HA-HA IX PREVIEW, PART III

ketch with a stylized raven's head on both her spinnaker and mizzen staysail.

John and Heidi have already done a great deal of coastal cruising together — in fact, they're the only Ha-Ha'ers we can recall who've ever sailed to Nova Scotia and Labrador. After buying *Raven* in Seattle in 1998, they took off to explore Alaskan waters. But with all that, they've never cruised in company with other boats, so the Ha-Ha will be quite a switch.

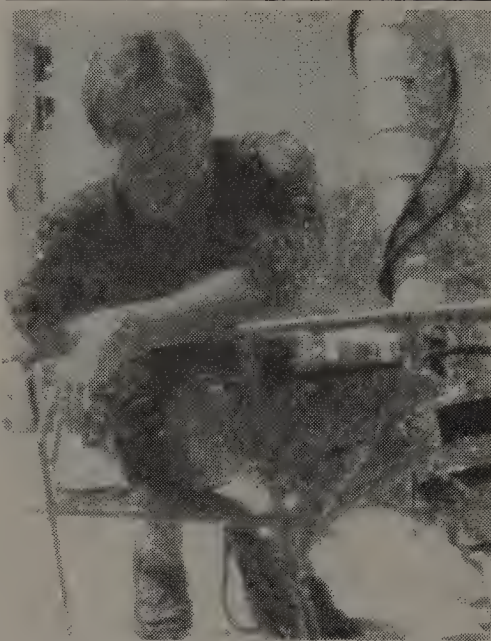
After reaching the Cape, their cruising plans are totally undecided. They might go "north, south or west!"

Rubicon — Beneteau 411

Mike Bailey, San Mateo

Raised in Florida, Mike says he lived by the lyrics of Jimmy Buffett. But after doing a great deal of sailing in his youth, he somehow got "sidetracked" into golf. "The biggest difference between golfing and boating is that in boating you never want to get a hole in one!" In recent years, thankfully, sailing has again become his number one passion.

Mike's sailing buddies for the trip south are John Scott (who did the '95



Mike of 'Rubicon' has some keen insights about the differences between golf and sailing.

Ha-Ha on his MacGregor 65 *Northern Dancer*), Roger Thomas and Chris McFadden.

After reaching the tip of Baja, Mike's not sure which way he'll turn, but rather than cruising full time, he hopes to "have the best of both worlds, by sailing 4 to 5 months a year.

Sabbatical — Mapleleaf 48 Michael Fitzgerald & Sylvia Fox San Francisco

Now here is an appropriately-named boat. Last year Michael and Sylvia both took sabbatical's from their positions as journalism professors at Sac State in order to do the Ha-Ha. Sadly, though, Michael suffered a neck injury just days before the start. So, after a year of playing in SoCal waters, they're ready to give it another go.

They both learned to sail as teenagers — oddly enough in different parts of New York state — and Sylvia's sea miles include a year aboard the *SS Ryndam* on a round-the-world educational voyage.

After reaching the Cape, they hope to cruise as far south as Acapulco, then up into the Sea of Cortez next summer.

Sara Anne II — Litton Trawler 41 Don & Helen Mitchell, Sunnyvale

"I've traveled Mexico extensively since 1964," says Don. "It's time to do it by water." He and Helen are both longtime

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boaters and, including Sara Anne, they've owned five boats over the years.

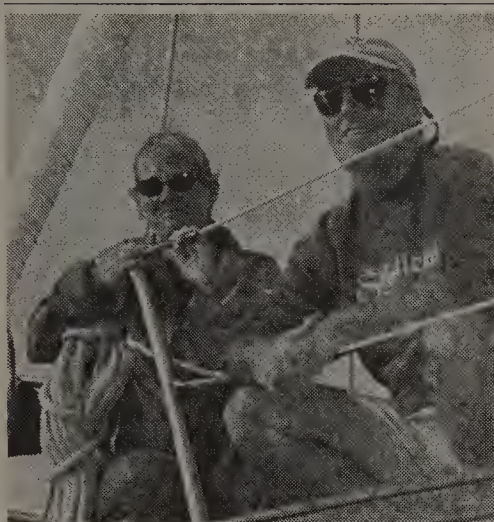
As they both are now retired, they have little time pressure, but their best guess is that they'll spend two or three months poking around Mexican waters before heading back home to the Bay Area. On the southbound leg, Nick Bauer will help stand watches.

Scottish Mist — Westsail 42

Bob & Dorene Hauff, San Francisco

The most interesting thing about *Scottish Mist*, according to Dorene, is that "The ghost of the previous skipper is on board." She ought to know. Tragically, her husband was killed at sea several years ago, but she is now ready to pursue the cruising life again.

Although Dorene and Bob have apparently known each other for many years, they were married only recently, with the idea that they "are going to have a great time cruising together, wherever the wind may blow, for as long as the horizon calls to them."



Sylvia and Michael are off on a sailing 'Sabbatical' after a one-year delay.

Sea Fox — Beneteau 38

Robert & Sue Calkins, Orosi, CA

"We have dreamed about this for so long, it's hard to believe we're actually doing it," says Sue.

Now retired, both Sue and Robert began sailing 22 years ago and have owned five sailboats since. This one has quite an interesting history, having begun life as a Moorings charterboat in the Caribbean, and later survived an interior fire in Sausalito. The Calkins bought her at

auction with a sealed bid, and now that the hard work of restoring her is behind them, they couldn't be happier.

Future cruising plans are uncertain, but they are leaning toward keeping *Sea Fox* in Mexico for a year.

Seawings — 40-ft Tri

Eric & Diana Jones, Ventura

"I'd rather be rocking at sea than rocking on the porch," says Diana. Both she and Eric are now retired — she was a kindergarten teacher and he worked in optics. Perhaps most notable about them is that they've been together since they were 16 — talk about bucking the establishment.

Years ago they caught the trimaran bug and built their own 31-ft Brown Searunner named *Take Five*, which they sailed extensively in SoCal waters.

After sailing in the South Pacific in '83, Eric decided they needed a bigger boat, so they eventually bought *Seawings* (in a half-finished state) from her designer, Skip Johnson, and completed her construction themselves.

Their future cruising plans are as yet undetermined but the good news is that

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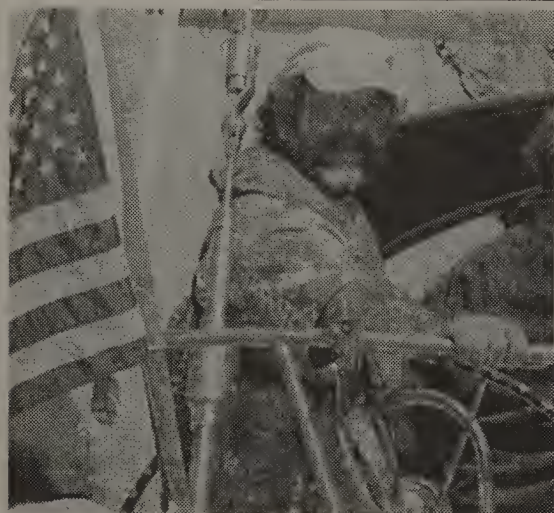
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BAJA HA-HA IX PREVIEW, PART III



Among other skills, professional mariner Chris Connors of 'Shillelagh' is a sushi wizard.

they "have the blessings of our three daughters and eight grandchildren." George Moore will crew on the Ha-Ha.

Shadowfax — Passport 40

Larry Drury, Bountiful, UT

"I decided to take the winter off, get out of the snow and do something different," says Larry. As we went to press he hadn't yet nailed down his crew list, but as he put it, "I'm hopeful."

Although he builds homes for a living in Utah, Larry has been sailing since the late '80s and has already done the run to the Cape once aboard a friend's boat.

His post-Ha-Ha game plan is to cruise the Sea of Cortez.

Shamaness — Chung Hwa 36

The Clifton family, Novato

The fun-loving Clifton family participated in the '96 Ha-Ha aboard the same boat. (A Chung what?) And according to Cap'n Dennis, who works as a vet when not gallivanting around the oceans, they had the time of their lives during their nine months of voyaging.

His list of adventures while traveling in Mexico, Guatemala, Nicaragua and Costa Rica is much too long to retell here, but it so inspired them that their eager to head out again on another extended cruise, this time to include Cocos Island, Panama, the Galapagos and the South Pacific.

This year's crew is comprised of Dennis' wife Kristin, Pete and Liz Hatton and Henry "Chief Many Dogs" Davalos.

Shillelagh — C&C 39

Chris Connors, Sonoma, CA

On his application Chris Connors stated that he is a 100-ton captain. But we've sailed with him and can assure you he isn't nearly that large a fellow.

Seriously, Chris is a fine sailor (as his license will attest) as well as being an all-around nice guy, and he even makes his own wine and brandy.

Not only that, but he's a pretty darned good fisherman and he can whip up a plateful of fresh sushi faster than you can say, "Pass the wasabi."

Joining Cap'n Chris on the ride south will be Chris Jordan, Rick Laska and Charlotte Anderson. *Shillelagh* will spend five months in Mexico, then bash north in April.

Sisiutl — Gulfstar 44

Bob & Laurie Bechler, Kent, WA

This true story is so cool we couldn't have made it up if we'd tried. After marrying a few years back, Bob and Laurie were perfectly happy in what they now describe as an uneventful workaday



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Bob and Laurie of 'Sisiutl' say the arrival of the '98 Ha-Ha fleet at Cabo changed their lives.

lifestyle. But while sitting on a Cabo beach in '98 during their annual vacation they witnessed the arrival of the Ha-Ha fleet and were instantly smitten by the cruising bug.

Fast-forward four years and we find them eager to set off on the greatest adventure of their lives, having quit their jobs, sold the house and distilled down their possessions into a boat-sized bundle. Among their future plans are to scuba dive frequently (using their on-

board compressor), talk by Ham radio to Bob's twin granddaughters and spread the ashes of Laurie's dad, Bob Uding, across the South Pacific.

Sobre El Mar — Defever 55 trawler The Schachter family, Long Beach

Before you sailors label Mike and Cindy Schachter as just another pair of stinkpotters, you should know that they've been sailing for decades — much of it offshore. In fact, Mike has done many races to Mexico and several TransPacs, and he's held a Coast Guard Master's License for 35 years.

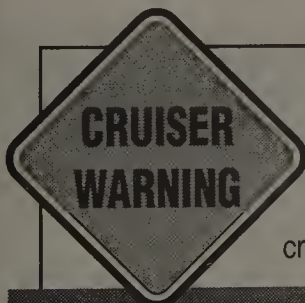
Joined by their 13-year-old daughter Casey, they plan on traveling as far south as Acapulco by New Years, then slowly work their way north again, spending the summer months in the Sea of Cortez. Along the way, Casey will be home-schooled while her mom, a high school Spanish teacher, hopes to perfect her fluency. This Japanese-built trawler is a proven design which has cruised from Alaska to Panama under previous owners.



Suvi and David will eventually sail to the Med aboard 'Sofia II'.

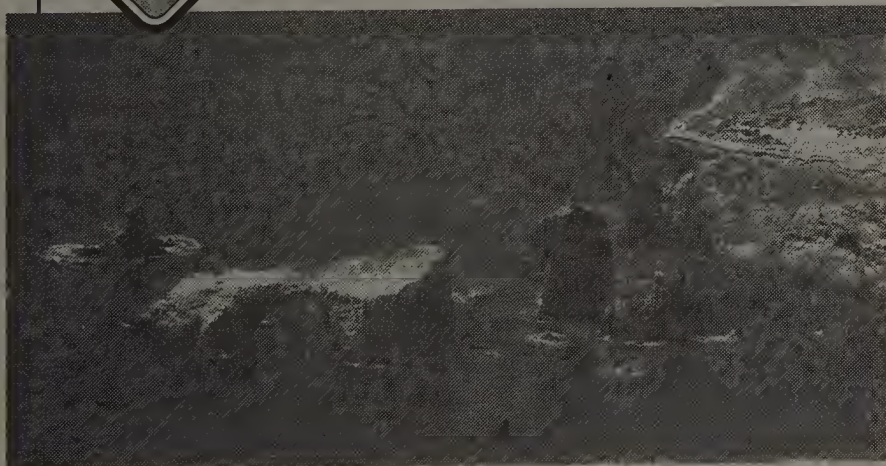
Sofia II — Beneteau 47.7 David Whiteside & Suvi Kiviharju Sausalito

Many Ha-Ha crews have eyes on crossing the South Pacific eventually, but David and Suvi are looking east. After exploring Mexican waters, they plan to continue south, hop over to the Caribbean, and eventually cross the Atlantic to the Med in the summer of 2003. We



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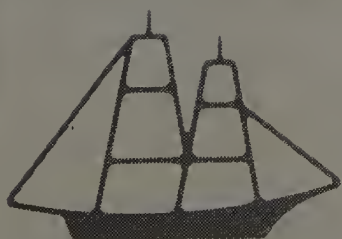
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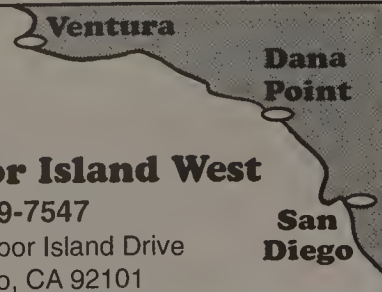
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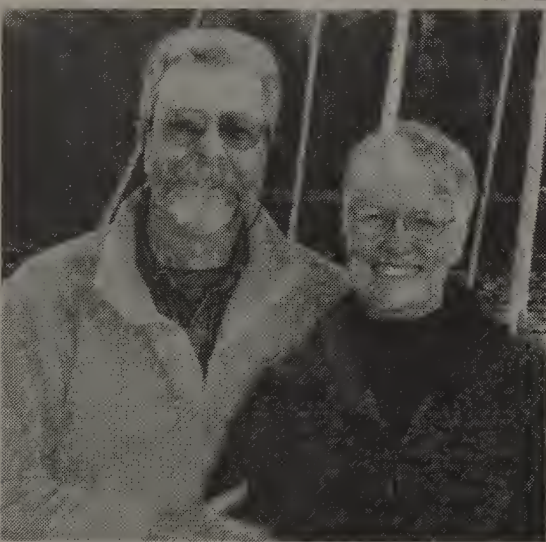
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BAJA HA-HA IX PREVIEW, PART III



Douglas and Pat of 'Sonsie' honed their skills by sailing around Vancouver Island.

assume part of their interest is to get closer to Suvi's native Finland.

David's sailing experience dates back to the '60s, and Suvi has joined him on two recent trips from Seattle south to the Bay. Launched in May of 2000, *Sofia II* is among the newest boats in this year's rally. She's a high performance cruiser set up for singlehanding — and if necessary, she motors at over eight knots.

Sonsie — Southern Cross 39 Douglas & Pat Sterrett, Eugene, OR

We don't know a heck of a lot about Douglas and Pat, except that he is a video producer, she is a legal administrator, and they're not afraid to go offshore. A friend sent in their entry forms because they were circumnavigating Vancouver Island at the time — which we all know can be quite a challenging trip.

They've owned this lovely Thomas Gillmore-designed cutter for six years and plan to sail into the South Pacific next spring after wintering in Mexico.

Spirit Healer — Crealock 37 Sherman & Leslie Martin, Seattle

Among his favorite things to do, Sherman lists "hanging out with crazy people," so he should fit right in with the Ha-Ha crowd. Actually, he's a psychotherapist by profession, so he may find himself doing some VHF counseling sessions if the weather turns nasty.

Sherman and Leslie met in '96 and one of the first questions he asked her was, "Do you like to paint and varnish?"



Sherman and Leslie of 'Spirit Healer' have been working toward this cruise since they met.

Shortly thereafter she learned to sail and they've been working toward this cruise ever since. Their game plan is to enjoy Mexico for a while then continue south along Central America, through the Canal, up to Belize and the Rio Dulce, and eventually across to Venezuela.

Spirit Wind — Valiant 40 Chris & Christine Van Dyke, Ventura

We met a jovial, barefoot guy on a

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— SAILIN' TO SUNKISSED LATITUDES

beach in Mexico once who introduced himself as a "recovering lawyer," meaning that he'd bailed out of the profession and was repairing his psyche through 'tropical therapy'. Perhaps Chris and Christine, who are both retired lawyers, are following the same line of thinking.

In any case, these young retirees intend to build on their substantial sailing experience by spending a season in the Sea of Cortez. If we understand their notes correctly, they'll leave her there during the scorching summer months, then return in the winter of '03 to resume cruising.

Spirit Wind's crew roster is most impressive. Professional sail training skippers Rich and Sherie Crowe — each of whom has logged a zillion offshore miles — will be along to offer their expertise and good humor.

Starthrower — Wauquiez 35

T. Steve Everist, Sioux Falls, SD

When given the chance to give us a quotable quote, Steve borrowed from Thoreau: "Not until we are lost. . . do we



Chris and Christine of 'Spirit Wind' will be assisted by super-sailors Rich and Sheri Crowe.

begin to understand ourselves." Does that mean that he and his brother Mike will be sailing to the Cape without charts? Hmmm. . .

Both brothers are 'water guys', having learned to sail at age five back in their native Iowa. As kids they were avid skow racers and shared the dream of someday sailing down a series of rivers through the heartland of America to the ocean. But after cashing out of the dot.com world, Steve decided to skip the river cruise opting to buy a boat on the

coast instead. Their cruising plans? "We will be heading to Costa Rica to surf immediately after our encounter with Squid Roe (a notorious Cabo watering hole)."

Sumatra — Trintella 53

Jerry Morgan, San Francisco

Jerry's goals for this trip are to have fun, to meet fellow cruising sailors and to "get wild and crazy (when appropriate)." Sounds like a sensible plan to us. Having sailed for nearly 40 years, Jerry's sailing resume includes doing the 2000 Pacific Cup and a number of long coastal trips.

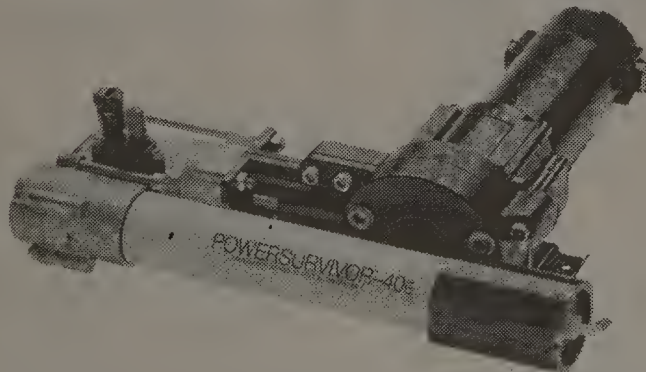
Along to help Jerry keep the funometer on the 'plus' side of the dial, will be Francoise Ramsey, Christian Buell, Robert Harf and Harold Robinson. *Sumatra* will idle in La Paz for a few months, until Jerry and friends bash her homeward in the spring.

Tate de Cuvee — Island Packetcat 35

Bruce Emmons, Santa Rosa

When we learned that Bruce was a liquor store owner, we had to wonder what elixir he might choose to attempt to bribe the Ha-Ha Rally Committee —

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BAJA HA-HA IX PREVIEW, PART III

it's been rumored that they're shamelessly corruptable. Then again, Buddy seems more like the type who doesn't give a hoot about racing, preferring instead to savor the simple pleasures of bounding across the ocean swells in the company of good friends. On the run to the Cape, Julie and Craig Yort will be along as crew. Their future plans are decidedly casual: "We'll cruise a while, then head back."

Topaz — Hunter 54 Thomas Todd, San Diego

"Our crew will do well in the Rally if you have a category for having a good time, eating and drinking," says Thomas. "The Hunter 54 was designed for the TransPac and downwind sailing. Too bad we don't know how to sail her fast downwind (or upwind)."

As CEO/President of three different electronic companies, Thomas is undoubtedly a very busy guy. So we tip our hats to him for taking the time to 'come out and play'. Joining him on the funfest to the Cape will be Scott Darby and Todd Rademaker. Topaz will winter in Mexico, then Thomas will cruise a bit before bashing home in the spring.

Tramonto — Hallberg-Rassy 31 Jeff Blyth & Marc Emmons Bellevue, WA

If our instincts are accurate, the Tramonto crew — all of whom are in their early 30s — will probably be one of the most spirited in this year's fleet. Brothers Jeff and Marc are both electrical engineers by trade but have much more interesting hobbies.

Marc earned the moniker Sultan of Seals after befriending some of these curious mammals while singlehanded from Seattle to San Diego. Jeff claims he never turns down the 'call of the wild'. When not working or exploring far-flung lands, he spends time as a ski patroller and wooden boatbuilder.

Cathy Swift is listed in the entry forms as Tramonto's "chief overboard discharge engineer." Not too flattering, but she seems like the sort of gal who can take a little ribbing. Her mates claim she has a "landlubber's constitution, but a traveler's heart."

Tumbleweed — Ingrid 38 C. & L. Allen, St. Augustine, FL You're not going to believe this, but

the entire packet of entry forms for this lovely vessel was abducted by aliens before we had a chance to write up a bio on Chuck and Linda.

This has never happened before, so we can only assume they must be very special folks. We regret that we can't give you more specific info on them.

Vivace — MacGregor 65 Ron Milton & Kathleen Buyers, Napa








Ron and Kathleen were decidedly succinct on their entry forms, which leads us to believe they were in a rush to get them in the mail.

We'll resist the urge to make up a bunch of lies about them. Instead, we'll simply tell you that Ron, an engineer, has been sailing for decades and he sees this trip as "a diversion from golf." He and Kathleen will eventually make their way to the Med after the event.

This concludes our preview of the 2002 Baja Ha-Ha Rally. But be sure to tune in next month for the complete wrap-up report.

— latitude/aet

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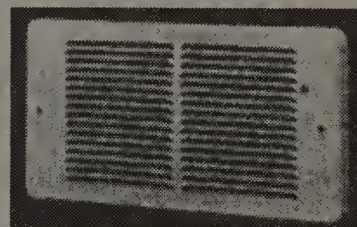


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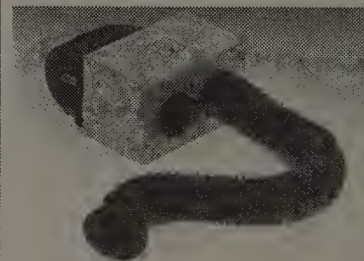
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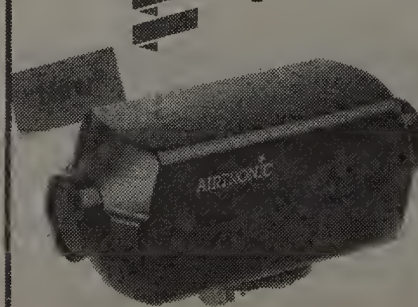
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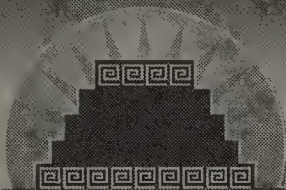


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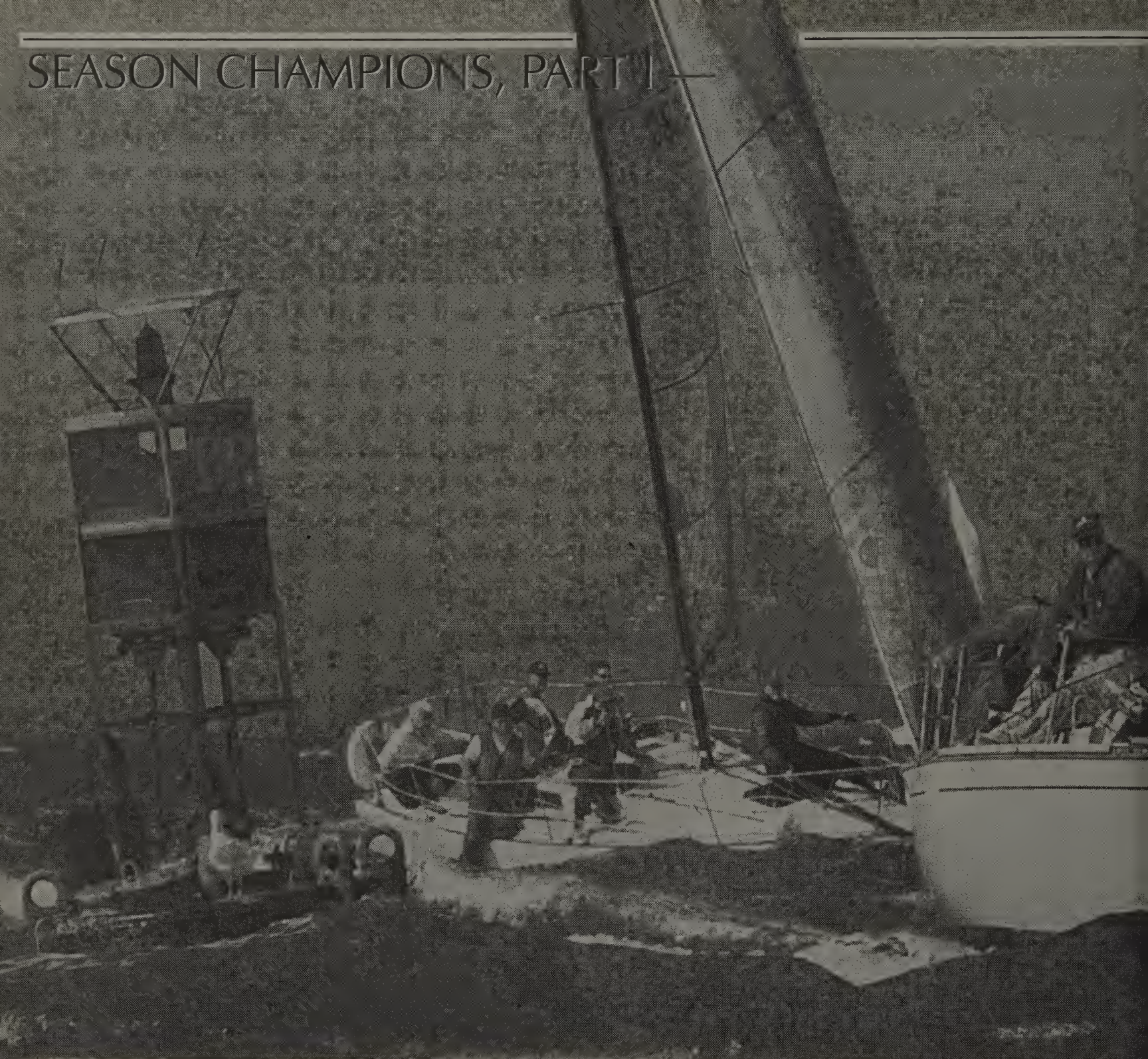
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SEASON CHAMPIONS, PART I



"Nobody remembers who came in second."

— Charles M. Schulz, 1922-2000

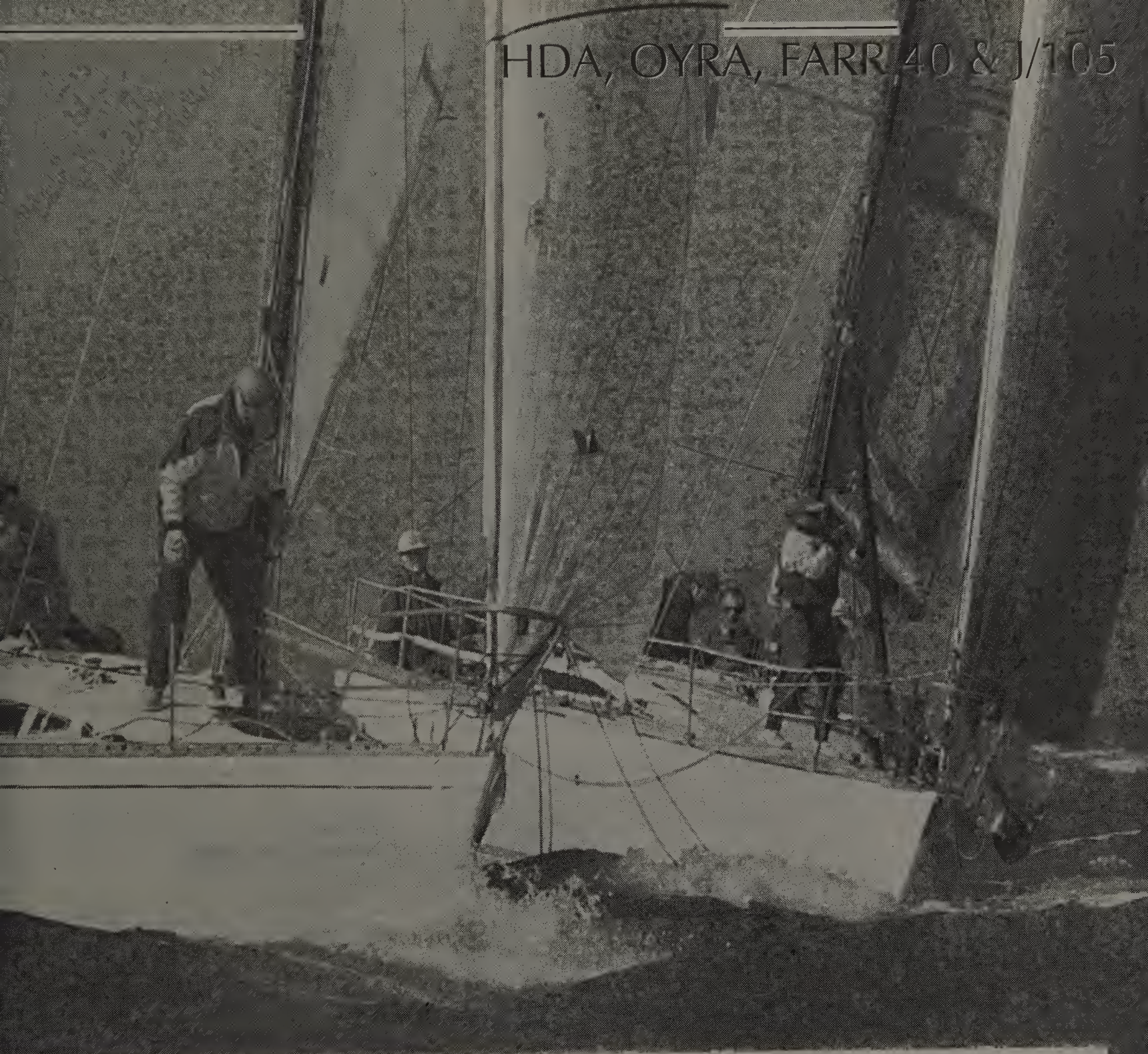
Good grief! Winners already? Where did summer go? Seems like we just went through this exercise a few months ago — but here we go again, the first installment of our annual three-part salute to San Francisco Bay's summer sailing champions. As usual, first up are the PHRF winners of both the Bay (Handicap Divisions Association) and ocean series (Ocean Yacht Racing Association), as well as the top local Farr 40. This year, we've also elevated the gigantic J/105 class out of next month's one design mini-profiles into the slightly bigger coverage that this format allows.

We'll spare you a lengthy diatribe on the state of affairs in HDA, OYRA, the Farr 40s, and the J/105s. Suffice it to say the latter two organizations are prospering (see www.farr40.org and www.sj105.org) while the two handicap organizations are hanging in there (www.yra.org).

Statistics reveal HDA was actually up this year, with 107 entries and 43 qualifiers (i.e., sailed at least half of the 12-race season). That beats last year's 95 boats and 42 qualifiers, possibly due to the continuing crossover from ODCA, which is down to just 11 classes now. Meanwhile, OYRA sagged a bit, qualifying just 17 boats out of 85 entries. That's down precipitously from 93 entries and, more significantly, 33 qualifiers last year.

On the bright side, 137 boats signed up as 'one time' entries in-HDA (mostly the Vallejo Race and Second Half Opener), and 57 boats did likewise in OYRA (the Lightship Race continues to be the most popular event on their 11-race schedule). These numbers suggest that more and more skippers are putting together their own customized racing schedules, rather than pursuing YRA season titles.

We can't blame them, as variety is indeed the spice of the sailing life — why can't HDA throw an ocean race or a few 'fun' races (Moonlight Race? Jazz Cup?) onto their schedule? Why doesn't OYRA — which is dropping the seemingly jinxed Wind-



Yankee Cup action — A pair of seals and a sea gull enjoy the view from Blossom Rock as a trio of boats (from left, eventual winner 'Family Hour', 'Mintaka' and 'Bodacious') round against a ripping ebb.

jammer Race next year — include the Silver Eagle, or perhaps the Second Half Opener? The needs of MORA are not the same as PHRO, just as HDA-G has almost nothing in common with HDA-M. And why doesn't SHS just fall in with SSS? Why don't HDA and OYRA just merge, keeping the best parts of both schedules and ditch the weaker races? We posed some of these thoughts and questions to incoming OYRA president Roger Groh, who assured us that he and his HDA counterpart, Ed Durbin, have some fresh new ideas in the works.

Okay, sorry, we'll get off our soapbox now. Turn the page to meet our first batch of 2002 season winners. Congratulations and high fives all around, even to those people who came in second and third. But Schulz was probably right — to be truly remembered (well, at least to get your mug shot and bio in these pages), you've got to reach the top.

On with the show!

— latitude / rkm

HDA:

HDA-K — 1) **Current Asset**, Islander 30 Mk. II, John Bowen, RYC; 2) **76 Trombones**, Luna 24, Peter Cook, SSS; 3) **Snowbird**, Yankee 30-2, Val Clayton, Marin YC. (15 entered; 7 qualified)

SPORTBOATS — 1) **Family Hour**, Olson 30⁴, Bilafer Family, RYC; 2) **Red Stripe**, Sonoma 30, Brad Cameron, SSS; 3) **Run Wild**, Olson 30, Dale Scoggin, SSS. (14 entered; 6 qualified)

OYRA:

MORA-I — 1) **Beat to Quarters**, Olson 30, Richard Calabrese, SBYC; 2) **Mirador**, Antrim 27, Jody Harris/Annie Simpson, StFYC. (6 entered; 1 qualified)

MORA-II — 1) **Silkye**, WylieCat 30, Steve Seal/John Skinner, RYC; 2) **Sorcerer**, C&C Half Ton, Greg Cody, SSS; 3) **Hot Chocolate**, Newport 30, Jon Nicholas, CYC. (9 entered; 2 qualified)

SHS — 1) **Troubadour**, J/33, Robert Johnson, SSS; 2) **Andiamo**, SC 27, Mike Warren, CSC; 3) **Pegasus**, Celestial 32, Robert Maddison, DSC. (13 entered; 3 qualified)

SEASON CHAMPIONS, PART I —

HDA-G Farr One Ton *Bodacious*



Clauser/Tosse
BYC/RYC

"I'm into sailing old, obsolete boats," joked John Clauser, a Walnut Creek-based self-employed physicist who began sailing at age 16 on Cape Cod. After a number of years with a cruising boat and then the Ranger 37 *Wildfire*, Clauser stepped up to *Bodacious*, a "somewhat demanding" 1985 one tonner, in 1992. After taking a year or two to find the groove, *Bodacious* began popping up regularly in the winners' circle. Remodeling her underbody in '98 also boosted performance.

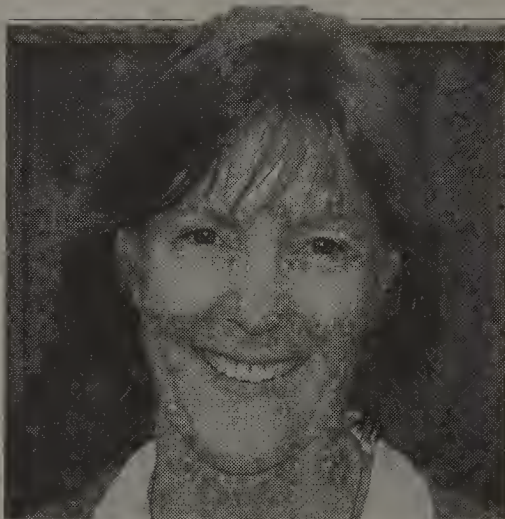
In the decade they've campaigned *Bodacious*, John and wife Bobbi — a self-employed CPA and BYC Midwinter Chairwoman for life — have done five Pac Cups (they were fourth in class this summer), a few Coastal Cups, won the Yankee Cup two times, and had too many individual victories to list. Recent wins include last month's Womens' Skipper Race and the Wallace Cup.

"By far, the most fun we had this year was winning the Vallejo Race in each direction against 34 boats!" claimed Bobbi. "Unfortunately, the class kind of fizzled after that. We're hoping to get the HDA divisions regrouped so we have more boats to sail against next year."

Secrets of their success included "Bob Novy on mainsail, our secret self-generated tide charts, homemade sandwiches, and plenty of beer and cookies." Also crewing were Robin Easton, Lief Wadleigh, Rich Bennallack, Pete Roberts, Hans Opsahl, John Acomb, Glen and Mary Garfein, and Brent Street.

2) Battant, Ben. 40.7, Chris Herron, NoYC; 3) Cut Time, Wylie 39, C. King, GGYC. (21 entered; 3 qual.)

HDA-H Cal 40 *Illusion*



Stan & Sally Honey
St. Francis YC

World class sailors Stan and Sally Honey continued their winning ways this summer, searching out and mastering yet another new challenge in their 35-year-old Cal 40 — racing around the cans! "It wasn't easy getting around the tight corners, as *Illusion* is set up for double-handed ocean racing," said Sally. "But our crew was equal to the task!"

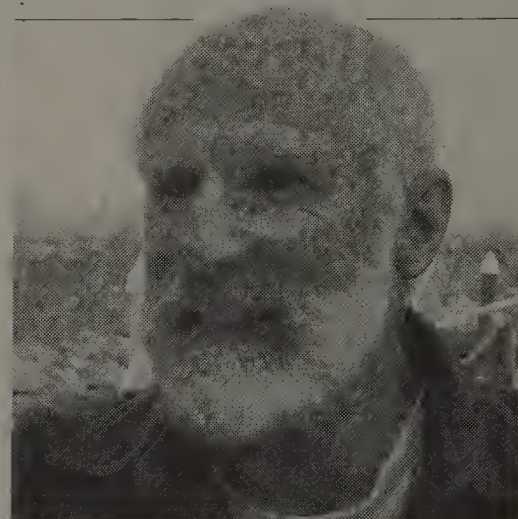
Sally, who owns the Spinnaker Shop in Palo Alto and is a past Rolex Yachtswoman of the Year ('73, '74), did the driving. Stan, a busy high-tech entrepreneur and sought-after navigator (*PlayStation*, *Pyewacket*), trimmed the main and jib, and called all the tactics. "Stan is the key," claimed Sally. "I just concentrate on boat speed and tack when he tells me to — just like we used to do in 505s." Rounding out the small crew were Synthia Petroka (bow), Sylvia Seaberg (spinnaker trim), Tom Condy (cockpit), Beau Vrolyk (mast), and rotating "featured guests."

"There was a steep learning curve," claimed Sally, who admits to shrimping and destroying their heavy-air kite in the crew's first non-sock hoist in 25 knots. "But by the end of the season, we felt like we could get around the course without embarrassing ourselves."

After season wins in every possible arena — HDA, OYRA, SSS, and overall victories in the Pac Cup ('96) and SSS TransPac ('94) — the Honeys are still up for new challenges. "If there is really a Cal 40 class in next summer's TransPac, *Illusion* will be there!" vowed Sally.

2) Mintaka 4, Farr 38, Gerry Brown, BYC; 3) Razzberries, Olson 34, The Nesbits, RYC. (13/6)

HDA-J Catalina 38 *Harp*



Mike Mannix
SSS

"What can I say?" laughed Mike Mannix. "Not much has changed since the last time you interviewed me. I still live in Oakland, I'm still retired, and I still sail the same boat with the same people!" Mannix, a former planner for the Navy, has been sailing his trusty '83 Catalina 38 *Harp* — his first and so far only boat — since buying it through a classified ad in *Latitude* back in 1985.

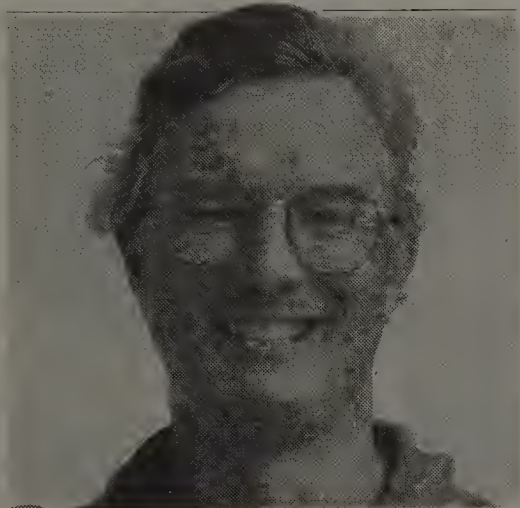
This was *Harp's* third HDA-J win, with previous victories notched in 1989 and 2000. "We were tied going into the last race with the WylieCat 30 *Silkye*," related Mike. "They had posted five bullets to our two, and were coming on strong down the home stretch. I was pretty worried they would beat us — but they chose to sail in the conflicting OYRA race to Drake's Bay instead of doing the last HDA race, which handed us the title."

Mannix, the past president of HDA, noted that Division J has remained solid for the entire season. "It shows that even heavy boats can have fun racing in HDA!"

The *Harp* lineup once again included "significant other" Linda Farabee, long-time tactician Jim Bailey, Jeannette Daroosh, Denis Marriott, Bill Hessman, Dennis Minnick, Chris Pawsey, Jennifer Lynch, Mike Hickey, and new crew Paul Dubois. "Because *Harp* is so pinched in at the back, I have to steer upwind from the low side," explained Mike. "I really rely on my crew to watch the bigger picture. Jim missed a lot of races due to work, so everyone got to participate in the tactics!"

2) *Silkye*, WylieCat 30, Seal/Skinner, RYC; 3) Windwalker, Isl. 36, Shoenhair/Gilliam, SSS. (15/7)

HDA-M Ranger 26 Star Ranger



Simon James
SSS

"I've had *Star Ranger* since 1990, when I picked her up for \$1,600 as a derelict in Gas House Cove," said San Jose resident Simon James, an SVP for Comerica Bank. "We've gradually replaced everything, and are finally figuring out how to race her properly. We're not the fastest boat out there, but we're pretty consistent — we only managed to get one bullet, but had six second place finishes."

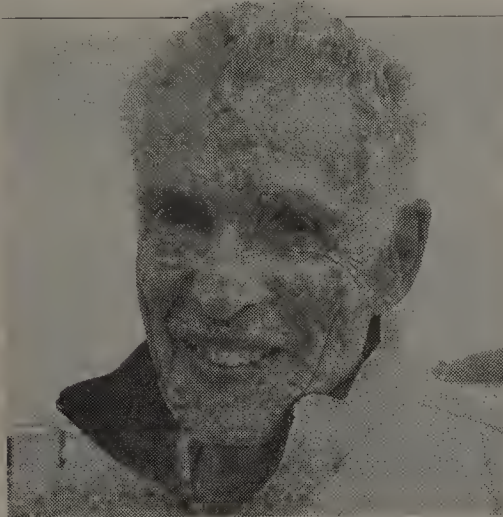
James pointed out that Dave Adams' veteran sistership *MyToy* was quicker, but a broken rudder in the beginning of the season was their undoing. Division M was the most active fleet in HDA this summer, fielding the highest number of qualifiers (10). It was also surprisingly competitive, with the top five boats all coming over from the now-defunct ODCA 198-rater fleet.

"This was the best team I've had yet," claimed James, who has campaigned *Star Ranger* for seven years. "It made my job as skipper a lot of fun." The crew, who all have 'real jobs' in finance and high tech, included Jim Burns, Tim Walsh, Jean-Francois Hervy, Rudolf and Ragna Ohnesorge, and alternate Jason Hughes. "It's a multinational group," explained James, who keeps his British citizenship. "Jean-Francois is French, and Rudolf and Ragna are German. They had the nerve to go back home and get married during the racing season, missing two races!"

James hopes to move up to a bigger boat soon, and is open to suggestions. "I'm weighing my options," he said.

2) *Silent Mover*, Isl. 28, Patrick Fryer, SRYC; 3) *MyToy*, Ranger 26, David Adams, PresYC. (15/10)

HDA-30 Footers Olson 911-S Ixxis



Ed Durbin
Richmond YC

When it comes to HDA racing, Ed Durbin is The Man. Not only has he won six straight HDA titles (all five SF-30 crowns, and an HDA-J win in '97), he is the president of HDA as well. Durbin, a retired aerospace/electronics executive, is also quite active with the Richmond YC and is the driving force behind the active SF-30 group.

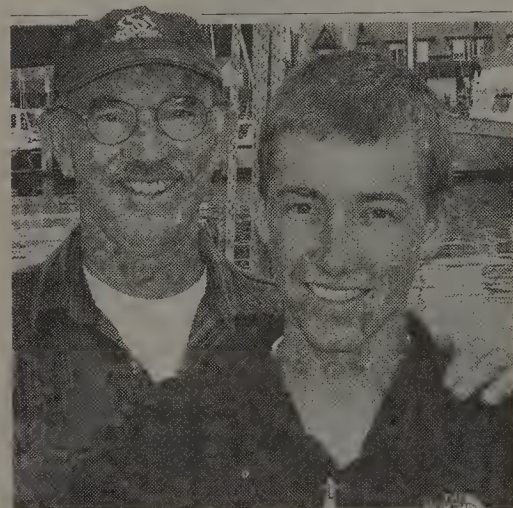
The 30s, which consist of similar-sized boats rating between 120-141, race all 12 HDA races as well as specialty races such as the Big Daddy, Great Pumpkin, BYC and CYC midwinters, and others. "We're the most active HDA fleet on the Bay," states Ed. "I urge other groups to assemble a similar core of boats and form their own fleets in HDA, which will happily accommodate their racing agenda."

Durbin campaigned a Lightning, a Rhodes 19, a Coronado 27 and a Catalina 27 before moving up to his cleverly-named *Ixxis* (911-S in Roman numerals) in 1995. He's been the benchmark in the SF-30s ever since, generally posting the best record in HDA in the process. This year, *Ixxis* posted 8 bullets, easily beating perennial runner-up *Jeannette* by 15 points.

"The 911-S is an exciting boat to sail, and does well to its rating," said Ed, whose "energetic dream team" consists of Eric Lewis, Nick Mason, Mark Salmon, Aaron Lee, Bob Jehle, David Roach, Mark Ramsbey and alternates Lucie van Breen and Nancy Blum. "They've developed considerable skills, including keeping beer consumption to under 36 cans per race!"

2) *Jeannette*, Tartan Ten, Henry King, BYC; 3) *Preparation J*, J/30, Ron Tostenson, RYC. (18/7)

PHRO-I Schumacher 40 Auspice



Jim (left) & Brian Coggan
San Francisco YC

Jim Coggan, a Tiburon periodontist and lifelong sailor, grew up sailing Lightnings in Michigan. Upon moving to the Bay Area in 1969, he campaigned two Solings with great success (second in the '80 Olympic Trials to Robbie Haines) before switching to Etchells. A partnership in a Soverel 33 and an 18-foot salmon fishing skiff followed. This year, armed with a new weapon, Coggan dominated PHRO-I in his debut, winning by 29 points over the next boat. *Auspice* tied with Mark Dowdy's Express 37 *Eclipse* in the first half, and then ran away with the second half when *Eclipse* disappeared to other venues.

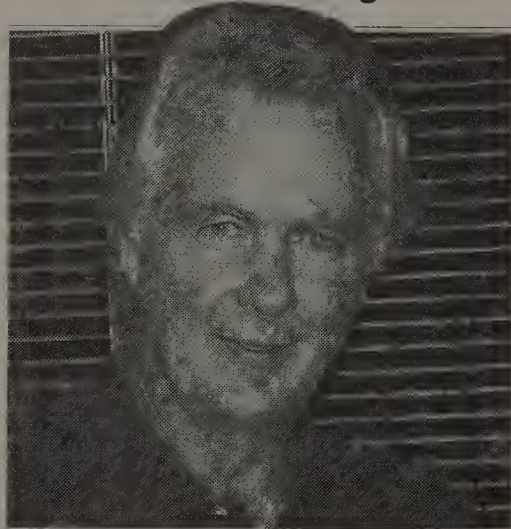
Coggan credits the boat, his dedicated crew, and the fact that *Auspice* did all the OYRA races — which he described as "light-to-moderate this year, never over 20 knots." The green-hulled beauty was designed by Carl Schumacher and built in '91 by Massachusetts boat builder Mark Lindsay. In 2001, on a tip from Commodore Tompkins, Coggan went to Wisconsin and bought the boat. "It's a delight to sail, one of Carl's best efforts," he claims.

A big part of Coggan's enjoyment of the season came from sailing with his 17-year-old son Brian, who does foredeck, downwind driving ("our best"), and co-skipped *Auspice* to podium finishes in four of the five SSS races they entered. Also crewing were Randy Smith ("instrumental"), George Ellison, Bryan Kemnitzer, Russ Bleizeffer, Mike Spitz, Wendy Miller, Bruce Heckman, Rhim Fleishman, Ted and Nick Gazulis, and Mike Peterson.

2) *Chipango*, Andrews 56, The Bartons, GGYC; 3) *X-Dream*, X-119, Steen Moller, SSS. (43/6)

SEASON CHAMPIONS, PART I

PHRO-II
Santana 35
Dance Away



Doug Storkovich
Monterey Peninsula YC

Fittingly, outgoing OYRA president Doug Storkovich finally won PHRO-II again (previously, he won in '96). After coming in a close second to *Illusion* in '01, Doug ran away with the division this year, posting five bullets and never finishing worse than third. "I'd like to thank my crew for their hard work and dedication, and also thank our 'sponsor' — my dad, who just passed away at 97," said Doug.

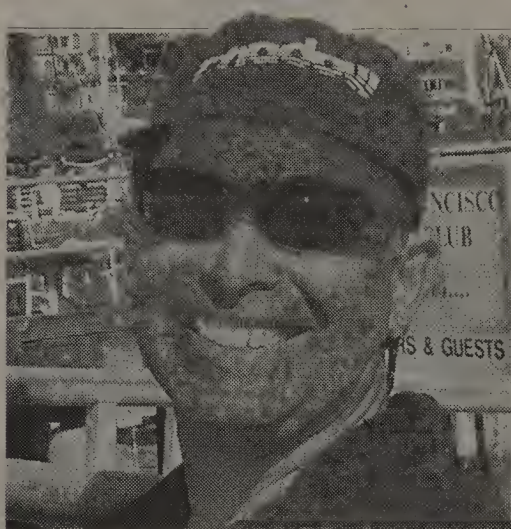
Storkovich, a lifelong Bay Area resident who retired from Safeway a decade ago, first sailed in '85 when a friend invited him on a charter boat vacation in the BVIs. He soon bought a "blazing" Catalina 22, and moved up to his 1980 Santana 35 in '91. After winning the '97 ODCA title, Doug has concentrated more on ocean racing, including a recently-concluded four-year stint at the helm of OYRA.

The winning crew was Ron Kell (driver/tactics), Ben Hacket (main/tactics), Ken Allison, Brad Melmon, and Judy Gabriel. Storkovich, who "does foredeck and writes checks", also acknowledged girlfriend Sydney Reed, who was sidelined with back problems this year but still provided ground support. *Team Dance Away* is looking forward to chartering a boat at Antigua Sailing Week this coming spring.

Ironically, their winning season ended with a splash, as *Dance Away* broached coming in the Gate during their last race. "Two of us ended up in the water, but the only casualty was my cell phone!" laughed Doug, who is looking at moving up to a 50-55 footer by next summer.

2) *Two Scoops*, Ex. 34, Goodwin/Longaker, RYC;
3) *Remedy*, Ben. 42s7, K. Pimental, SYC. (14/5)

Farr 40
US 51044
Shadow



Peter Stoneberg
St. Francis YC

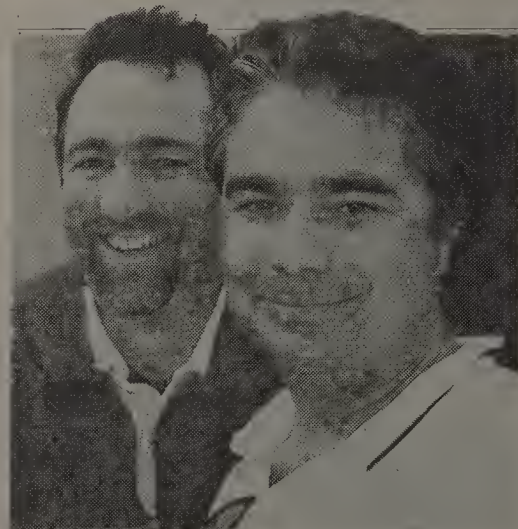
Shadow, the top Bay Area Farr 40, had another great season, finishing a close second to *Samba Pa Ti* in the 8-regatta, 2-throwout West Coast Championship Series. "I'm blessed with the best crew in the fleet," claimed Peter Stoneberg, an East Bay venture capitalist. "Our team sat down at the beginning of the year, set our goals, and then decided what we needed to do to reach those goals. It took a big commitment from everyone, but all the hard work showed up in the results!"

The core team consisted of Gary Sadamori, Carl Barkow, Steve Fentress, Don Teakell, Roland Brun, Nick Crabtree and Scott Sellers. Florida match racer Ed Baird ("he's smart, consistent, and always thinking ahead") was *Shadow's* primary tactician, with Chris Dickson and Gary Weisman also making guest appearances. "My objective in recruiting a team is always to be the worst sailor on the boat," explained Peter. "Fortunately, we have been able to do that, though some would say it's not too hard to find better sailors than me!"

Stoneberg, who also participated in the IACC revival on the Bay this summer, is looking forward to the Farr 40 Nationals and Worlds here over the next two years. "Next season, our goal is to be in these pages again — but as the overall West Coast champion, not just top local boat," said Peter. "We were leading until Kostecki returned to *Samba*, so we're all hoping he'll find something else to do next year. How about the Antarctica Cup, John?"

2) *Peregrine*, David Thomson, RNZYS; 3) *Endurance*, Mike Condon, StFYC. (12 Norcal boats)

J/105
US 35
Good Timin'



Wilson (left)/P. Perkins
St. Francis YC

One of the happiest, most successful, nicest, and longest-running partnerships on the Bay belongs to brothers Phil and Chris Perkins and their good friend Dave Wilson. The trio got together about ten years ago to campaign the all-conquering J/35 *Major Damage*, and then switched to the J/105 class three years ago. They've dominated the 105s ever since, winning three straight season titles — an amazing feat in this increasingly-tough class.

"The three keys to our success this year were Phil's continued improvement as a driver, a new set of Quantum Sails, and excellent crew chemistry and skills," figured Wilson. The *Good Timin'* gang included younger brother Jon Perkins (back from the Big Apple), Peter Vessella (J/Fest helmsman), wife Julie Wilson, Dennis George, John Collins, Darren Ward, Doug Nugent and Jeff Moseley.

"The Big Boat Series win was probably the biggest sailing victory Phil and I have been involved with," said Wilson, who got a Rolex watch out of the deal.

Other clips from the team's 2002 highlight reel included Phil and Chris taking second in the Pac Cup on *Gone With the Wind*; being part of the winning StFYC team in the revived Madcap Trophy; and Jon's big win at the IKC (Knarr Worlds) in Norway.

The future Wilson/Perkins sailing team is coming along nicely, too — the Wilsons had a baby girl, Claire, in August, and Chris and Brooke are expecting again in December.

2) *Zuni Bear*, S. Bennett/R. Bergman, StFYC; 2) *Blackhawk*, Dean Dietrich, StFYC. (45 boats)

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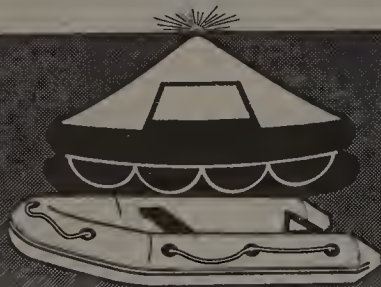
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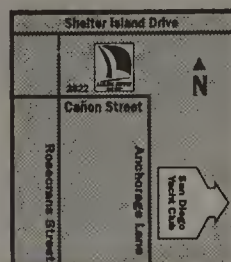
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MAX EBB

It was the sound of the drum that alerted me to the presence of something unusual approaching.

No one really thinks of the corner of the docks, where the main marina channel makes a right angle turn, as a blind corner. We can easily see the mast of any approaching sailboat over the tops of the berthed boats, and because the launching ramp is near the mouth of the harbor there's seldom any small powerboat traffic in this part of the marina. But that drum sound had to be coming from somewhere.

"Jibing! Heads down!" I shouted with no more advance warning to my new crew, and spun the wheel.

It was a good thing I did. As soon as my boat began to answer the helm and swing wide of the corner, I was suddenly looking at the business end of what looked like a Venetian war galley fitted out for the Chinese New Year parade. Our closing speed must have been 12 knots, and my turn gave them just enough room. For all I knew there was a bronze ram fitted just below the waterline under that dragon head.

"Hold water!" came a shout from the approaching boat, and with a burst of foam around at least 20 paddle blades shifting abruptly into reverse, the thing came to a quick stop.

I got a better look as we coasted across its bow. The boat must have been about 50 feet long, with a carved dragon's head on the stem and a dragon's tail on the stern. The drummer sat up front, looking back at the 10 or 12 thwarts, each of which supported two paddlers. Back aft there was a steering oar not unlike a whaleboat-style steering oar. I had seen outrigger canoes often enough in Hawaii — but this rig was a whole different beast.

"It's a dragon boat," whispered one of my new crew. "Very big in Canada, and just beginning to catch on down here."

And then came the biggest shock of



end, although she hadn't said exactly why not.

In fact it was Lee's unavailability, along with some other crew who couldn't do the upcoming season of winter racing, that had prompted me to hold a practice sail in the first place. Maybe the time interval between the summer YRA season and the Midwinters is too long, or maybe the race schedule is just a little too dense in August and September to prevent crew burnout. But for whatever reason, I find myself training most of my new crew in the fall.

"Lee?" I hailed as I jibed back to pass closer to the stern of the big canoe.

disasters.

"This thing has such a small rudder area," she explained, "and so much weight distributed all the way out to the ends in the form of crew, that it doesn't turn worth beans. But like, it sure can stop fast!"

"Good thing, too," I replied as we started to move out of easy hailing range.

"Paddles up!" she shouted at her crew, to which they instantly raised their paddle blades into position to begin the next stroke. On the call of "take it away" they started to paddle in perfect synchronization, as if all the paddles were locked together like the drive wheels on a steam locomotive. The drummer went back to work to keep them in time, and also started to critique their individual minute aberrations from perfect timing and form.

While I briefed my new crew on the finer points of approaching a dock under sail, Lee put her 20 human engines into high gear and sped off toward the mouth of the harbor. But then, undoubtedly to show off, she looped back and approached my boat from astern, passing close aboard on my starboard side. Her boat must have been going seven knots to my five.

"Didn't anyone ever explain to you people," I said to the sweat-stained paddlers as they passed alongside, groan-

*"To learn life skills,
you have to be allowed to make a bad call
or three."*

all: the helmsperson, grinning at me as she casually leaned against the steering oar, was none other than Lee Helm. Lee is a grad student at the University, and one of my occasional race crew. She had not been available for practice this week-

"Just a little cross training," she answered. "Sorry we didn't, like, see you coming around the bend."

"No problem at all," I lied, even though we had come within inches of reenacting any one of several famous maritime



Breeding ground of future sailors? Dragon boats offer an easy introduction to boating with quickly-learned skills.

ing with exertion gasping for air, "that 5,000 years ago someone figured out that you can prop up an animal skin with a stick, and if the wind is blowing you can save yourself an awful lot of work?"

After the sails were folded I sent my crew up to the yacht club bar while I did some final tidying up, then checked the docklines and locked the hatches. But there was a crowd on the guest dock as I passed. None of these people looked to me like yacht club members — way too young. About half appeared to be Asian, and the rest probably had ancestors scattered evenly around the world.

As soon as I noticed that some of them were holding paddles and lifejackets, it was clear enough why they were there. Then the dragon boat came up the fairway at about half speed, and coasted up close to the guest dock. Lee brought it neatly alongside with various combinations of forward, reverse and side thrust from various sets of paddlers, plus a rowing action with the steering oar to "till" the stern into place, as one of the people on the dock described it.

In the next couple of minutes the old crew got out, most of them traded

paddles and lifejackets with the new crew, and the boat was off again.

"Busy practice schedule today," Lee remarked as she borrowed the nearest hose to rinse the salt off her paddle.

"How did you ever get mixed up with this crowd?" I asked Lee when she was putting away the hose, and was a short distance away from the other team members.

• "Like I said, cross training."

"Come on, Lee. You get all the exercise you need from windsurfing."

"Not enough wind in the winter," she said. "Have to get my aerobics in at least three times a week, and I really hate doing exercise indoors."

"But still, Lee. Being on the water without a sail? I never thought I'd see the day . . ."

"Okay, Max," she confided, looking around nervously to make sure none of the team were listening in. "I do have an agenda, and it does involve sailing."

Lee always has her own agenda. "What's the sailing angle?" I asked.

"Consider the average age of the average yacht club member," she said as she pointed up at the clubhouse dining room. "The last time you invited me to one of those dinner meetings, I sat at a table where everyone else was old enough

to be my grandparents."

"The dinner meeting crowd does tend to self-select for certain characteristics," I allowed. "You can't call the racing crowd geriatric."

"Sure I can, compared to my other friends. The racing members are pretty ancient too, and like, the people I hang with at the post-race parties are mostly crew who aren't members anyway."

"All right, what's your point?" I asked suspiciously.

"Now that you recognize the problem with the high average age, think about how the junior program has flopped. . ."

"Now wait a minute, Lee," I protested. "I thought our junior program last spring was a big success, and we're planning on more of the same next year. And besides, how are those juniors going to change the membership demographics? They're pre-teens, and won't be interested in joining a yacht club for decades."

"Think, Max. The parents! An active junior program gets young families involved. But like, all you had was a dozen or so kids in the program last year, and only two or three of them at most are likely to stick with it enough to ever come back. And how many adults did it take to make that happen?"

I started to answer, ready to remind Lee how much fun it was to take a bunch of middle school kids out for their first,

second, and third times sailing on a big boat. She had even come out herself a couple of times to help. But Lee barely let me open my mouth.

"One adult for every two kids, on a good day," she interrupted, answering

entry bar. And like, it also gets the most kids out on the water with the fewest grownups in charge. Heck, it's even

"So, the endpoint of this master plan?" "Hostile takeover of the yacht club"

her own question. "And like, most of them didn't really learn to sail anyway. Boat's too big, too many safety rules, not enough hands-on sailing — and virtually no chance to take any responsibility for anything, despite all the rhetoric about 'life skills' training. I mean, gimme a break. To learn life skills, you have to be allowed to make a bad call or three."

"Well sure," I said, "but there is a very real safety concern here."

"You're right, they let almost anyone drive that van down to the marina. That's the dangerous part. And the real bottom line is that only about one in five kids will have any real interest in sailing, no matter how exciting we make their first exposure."

"And your solution?"

"Paddling!" she said, pointing to the boatload of beginners that was pulling away from the dock.

There was a world of difference between the team that Lee had been training with, and the team that was attempting to paddle the boat now. Even I could spot their poor form and difficulty in keeping the two ends of the boat paddling at the same rhythm.

"That's a new team, and this is just their second time out," explained Lee. "But like, they can still do it. They go six knots instead of seven, but the point is, they can make the boat go and they're having a great time. Just about anyone can jump in one of these boats, pick up a paddle, and with somewhere between zero and 30 seconds of instruction, they're doing it. This is accessible to everyone, and I think about half the kids who try it once will want to come back for more — a way, way better ratio than with sailing."

"Do you really need these big monsters for this kind of activity?" I asked. "What about kayaks, or open water rowboats?"

"Those work too, but they all require more skill. This has the lowest possible

cheaper than a playing field, if you look at the numbers."

Lee proceeded to cite some staggering figures for playing fields now under development in nearby inland lots: \$2 million dollars per field, and \$50,000 or more per year for maintenance and landscaping, depending on the staffing level. She claimed that a dragon boat program could keep more kids occupied in a competitive team sport than a playing field, that paddling was better exercise than baseball or even soccer, and that it could be done for about one-tenth the cost per kid.

"And like, you don't have to buy, grade, fence, or mow the water surface," she concluded.

"I'll buy that," I allowed. "No need to convince me that kids are better off competing on the water than on the grass. Especially those kids that seem to get missed by school phys-ed programs, the ones who don't quite fit into the jock culture."

"Zactly," Lee agreed. "Water sports have tremendous appeal for kids who don't do anything else remotely athletic. But like, getting from here to a big youth program is going to be a challenge."

"What's your plan?" I asked.

"Phase one is complete. That was getting a boat. The marina has miles of inside-tie berths that aren't marketable to anyone else, so with a little pressure from the City recreation department and the Harbor Commission, we got a free berth. The boat itself came from one of the two local dragon boat racing associations. It's really just on loan, but they see this location as a sort of 'expansion team,' so they lent us the boat to help get the site going."

"But don't you need something like two kilometers of water to practice properly?" I asked. "It doesn't look like you'd want to take that thing out in the Bay."

"Two K is for racing shells. Our races

are usually just 500 meters, and take a little over two minutes. They have to be short, because the way the big regattas work, the host club provides a set of maybe six identical boats, and there are like 50 teams all taking turns in a kind of tennis ladder arrangement. There are lots of categories too, divided by age, sex or corporate affiliation. Anyway, there's more than 500 meters of open protected water inside the marina."

"As long as you watch those blind corners," I noted.

"Yeah, sorry about that," she apologized again. "But like, the next step is the programmatic expansion. We're working with one of the local youth programs to get a youth team going, and this will grow over the next few years."

"Do you have money for paid staff?" I asked.

"No, but plenty of volunteers from the team. And the real thing about dragon boats that makes this work is that the learning curve is very short and shallow compared to sailing — so like, a counselor from the youth program can be playing coach by the end of a season. Maybe not good enough to coach a real team, but good enough to stay a couple of steps ahead of the kids. We'll still need certified steerspeople in the boat for safety and boat handling, but steering these things is so much fun that we already have volunteers lining up for that."

"And that's phase two?"

"For sure. The youth program will be running this winter. Phase three involves the yacht club, making a special membership deal for the adult team members to use club facilities. Same deal you give to the students over at the University Sailing Club."

"This is the first I've heard of it," I said. "Offhand, I don't see why the Board wouldn't go for it, though. That is, if you don't wake up the liveboards every Saturday morning with that drum. The fishing boats are bad enough. . . ."

"Then we get into some heavy fundraising, buying our own boats, expanding to include kayaks and outriggers of various sizes."

"Why outriggers? Aren't they just six-person machines? Seems to me you lose a lot of the bang for your buck going from a crew of 22 down to 6."

"Outriggers are, like, the usual progression from dragon boats," Lee explained, "at least for the people who want a more serious competitive venue. I mean, hardcore dragon boat racing,

— ENTER THE DRAGON

where you go to all the international events, seems to be as much about travel and food as it is about racing."

"My kind of sport!" I exclaimed.

"But like, outrigger canoe racing is pretty serious. And outriggers love rough water, so they can race or practice in the Central Bay on a summer afternoon. Heck, they race them across the Molokai Channel, and it doesn't get much rougher than that."

"So, the endpoint of this master plan?"

"Hostile takeover of the yacht club by the Marina Canoe Club. Except it will happen gradually, so no one in the yacht club really notices 'til it's too late. We'll have about four dragon boats, a couple of OC-6 outriggers, some OC-1 and OC-2 canoes for one-person and two-person workouts, plus a nice selection of ocean kayaks for recreational paddling. All kept in the water or on floating racks at the empty inside ties on the docks next to the yacht club."

"Okay . . ."

"That will support a membership base of a couple of hundred," Lee surmised, "enough to provide a steady stream of volunteers to run the youth program, and a badly needed influx of younger members and younger families into the yacht club. The youth program in turn feeds the Canoe Club, and a small but significant percentage go on to sailing. And like, I'm sure you'll find that the paddling teams are extremely fertile ground for breeding new race crew for big sailboats."

That reminded me that my crew-in-training was waiting for me up in the bar.

"I just hope you don't forget too much of your sailing skills, hanging out with this crowd," I remarked as we watched the dragon boat bump into the dock, then drift just out of reach as the coach and steersperson gave conflicting commands. Finally they were alongside, and one of the paddlers jumped out with a dock line, but struggled to remember how to tie a cleat hitch.

"I can see they have a lot of spirit, and

it looks like a great crowd, but I can't give them very high marks for seamanship."

"Quite the contrary, Max. This is a maritime tradition that goes back to 400 BC, and I'm learning a totally different kind of seamanship. For example, do you know how to tie a dragon bowline?"

She walked over to the dock cleat and handed me the frayed end of the dock line, badly in need of new whipping.

I studied the piece of rope, dimly recalling some specialized forms of a bowline I had once seen in a book — but promptly forgot because they are so seldom used.

"Like this," said Lee as she took back the end of the dock line, quickly tied what looked like an ordinary bowline, then lowered the loop and knot onto the dock. She then proceeded to walk slowly backwards, dragging the loop along the concrete dock surface.

"The draggin' bowline," she announced.

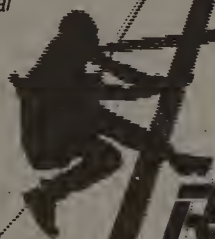
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THE RACING

With reports this month on the Paige/Logan Regatta for ancient hard-chinners; the new Santa Cruz Invitational; San Diego YC wins the San Francisco Challenge Cup; the Yankee Cup and Champion of Champions; the Audi Melges 24 Gold Cup; the South Bay YRA Summer Series wrap-up; the 24th International Masters Regatta; the Long Beach J/Fest; a bunch of US Sailing national championships; Monterey Peninsula YC takes home the Veeder Cup; the final two ocean races; a last minute report on the Great Pumpkin Regatta; the summer beer can series final results; and the usual heaps of box scores and race notes at the end.

Paige/Logan Regatta

San Diego sailmaker Mark Reynolds, sailing with Austin Sperry (instead of usual crew Magnus Liljedahl), put together a stellar 1,2,1,(6),1,4 record to win the St. Francis YC-hosted Calvin Paige Regatta on October 19-20. The annual Star regatta attracted 21 boats, including some top talent from around the country. Paul Cayard and Hal Haenel were the bridesmaids, finishing just three points back. Conditions were picture-perfect — mostly sunny and just windy enough to break two masts.

Reynolds was putting his boat away on Sunday afternoon when we caught up with him. He was in a bit of a hurry, as he had to drive all night to get home and then catch a plane to Miami to practice

"Are you the famous sailor Mark Reynolds?" she asked.

"I don't know about famous, but I am Mark Reynolds," he replied.

"Didn't you go to the Olympics?" she persisted.

"Yes, four times."

"Did you win a gold medal?"

"Yes, actually two of them."

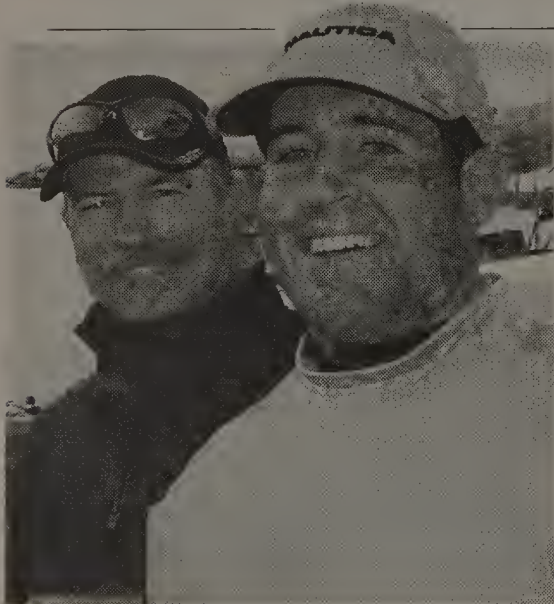
"How did you do the other times?"

"Not as well. We got a silver and an eighth."

"Oh," said the little girl, who then seemed to lose interest and walked away.

We're not making this up — Reynolds, who we'd bet has never been interviewed by a pre-schooler before, handled it with his usual modesty and grace.

Nine Mercuries sailed in the concurrent Joe Logan Regatta, which Steve Jeppesen and Ken Maring seemed on pace to win after a fine 2,3,1 outing on Satur-



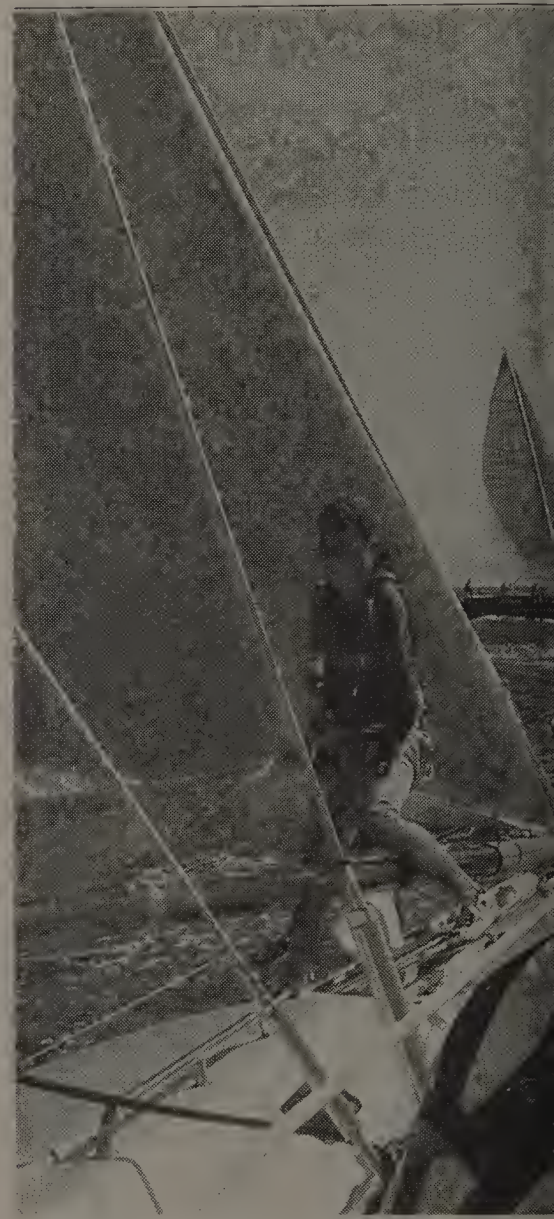
Paige/Logan winners — Above, Mark Reynolds (left) and Austin Sperry. Right, Jim Bradley and his 14-year-old son Ben.



LATITUDE/ROB

with Philippe Kahn and the Pegasus crew for the upcoming Farr 40 Worlds. Still, when a cute five or six-year-old girl wandered by and began asking questions (to the mortification/amusement of her nearby mother), he stopped and gave the kid his full attention.

day. However, San Francisco insurance broker Jim Bradley — a 30-year veteran of the Mercury wars — and his 14-year-old, 130-pound son Ben came on strong on Sunday. Their eventual (6),2,3,1,2,1 record easily outdistanced the fleet. Class sparkplug Pax Davis, currently "between



boats", sailed Dave Smith's Mercury (with Smith crewing) to second.

CALVIN PAIGE — 1) Mark Reynolds/Austin Sperry, 9 points; 2) Paul Cayard/Hal Haenel, 12; 3) Ross MacDonald/Rob Cullen, 15; 4) John McCausland/Rodrigo Meireles, 22; 5) Mark Hermann/Darrin Jensen, 24; 6) Steve Gould/Rick Peters, 25; 7) Peter Vessella/Brian Fatih, 29; 8) Alejandro Buga-gov/Arnaud Berahme, 38; 9) Rod Hagebols/Skip McCormack, 38; 10) John Virtue/Darrell Hiatt, 39. (21 boats)

JOE LOGAN — 1) Jim & Ben Bradley, 9 points; 2) Pax Davis/Dave Smith, 16; 3) Dan Simmons/Phil MacAfee, 16; 4) Steve Jeppesen/Ken Maring, 17. (9 boats)

Santa Cruz Invitational

A new regatta, the Santa Cruz Invitational, debuted on September 28-29 with two classes — SC 50s and SC 52s — competing in a four-race series. The five 52s raced under Americap II, while the four 50s raced level. Weather for the weekend was mellow (sunny, flat water, ten knots



BOB JEHL

View from the rail — 'Kokopelli 2' chases four other SC 52s off the starting line in SCYC's new Santa Cruz Invitational.

of breeze), and spirits at Saturday night's SCYC-hosted buffet dinner party reportedly ran high.

Both classes quickly turned into fights for second place. Martin Brauns' *Winnetou*, fresh off her Big Boat Series class win, crushed the SC 52s while Shep Kett's veteran *Octavia* likewise toyed with the SC 50 class. Both boats fired off four straight bullets, leaving their peer groups no doubt who was in charge that weekend.

This is the first of a planned annual series, one which may include other big-boat fleets in the future at Santa Cruz YC's whim. "For now, however, it looks like it will favor the 50s and 52s," said Kett, one of the regatta founders. "This is the birthplace of these great racing yachts, so why not have a special regatta for them? Besides, the Dolphin Cup (Monterey Pen-

insula's annual September invitational) hasn't invited big boats for about five years, so we decided to do something ourselves."

Organizers hope to keep the end-of-the-season regatta low-key and fun, more like the popular Santa Cruz Wednesday night beer can races than the Big Boat Series. By all accounts, they're off to a great start.

SC 52 — 1) *Winnetou*, Martin Brauns, 4 points; 2) *Natazak*, Steve Williams, 11; 3) *Elyxlr*, Skip Ely, 14; 4) *Kokopelli 2*, Lani Spund, 15; 5) *Morgana*, Rob Magoon, 16. (5 boats)

SC 50 — 1) *Octavia*, Shep Kett, 4 points; 2) *Oaxaca*, Dick Cranor, 11; 3) *Surfer Girl*, Michael Travis, 12; 4) *Roller Coaster*, Jack Gordon, 13. (4 boats)

(4 races; no throwouts)

SF Challenge Cup

San Diego YC defended the prestigious San Francisco Challenge Cup on Sunday, October 20, beating challenger St. Francis

YC rather easily in the 96th edition of this one-race, winner-take-all event. The Cup, which dates back to 1895 and is the oldest sailing trophy on the West Coast, was sailed in J/105s this year.

Brad Rodi, former four-time All American (Navy, 1990-1993) and two-time Collegiate Sailor of the Year ('92, '93), steered Rip Carruthers' *Incorrigible* to a 95-second victory in the triple sausage race. Bill Bennett provided tactics, while Craig 'Junior Curmudgeon' Leweck, Chuck Sinks, Drew Feides and Kyle Clark rounded out a very talented crew.

The Saints shipped *Zuni Bear* down to San Diego for the affair, staffing the boat with co-owner/driver Shawn Bennett, co-owner Rich Bergmann, tactician Dennis George, Phil Perkins and Steve Marsh. After an even start, the St. Francis squad chose the left side of the course, while the San Diegans headed right, caught the first shift, and went on to lead by 23 seconds at the top mark.

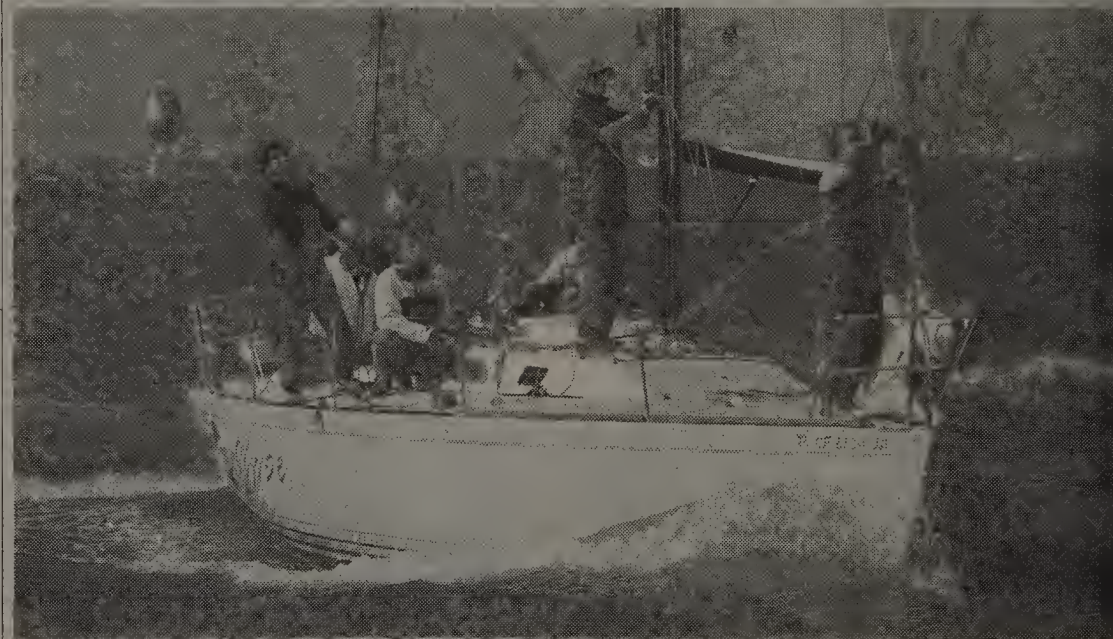
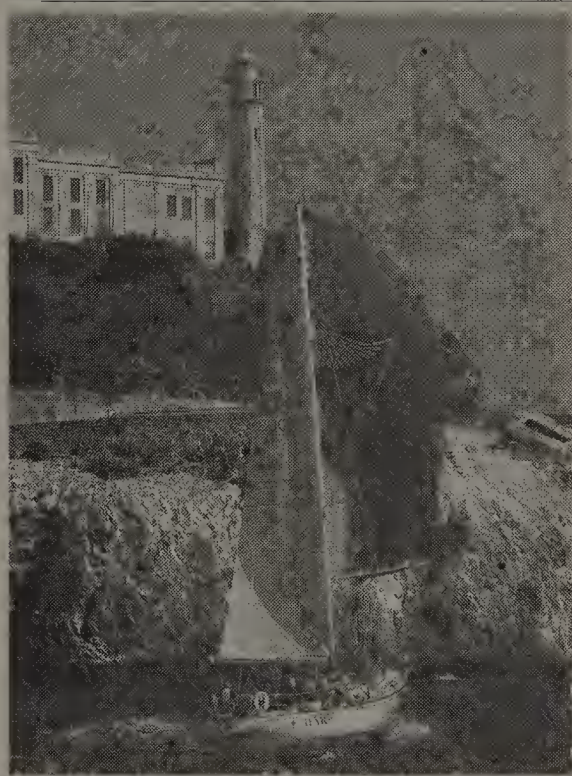
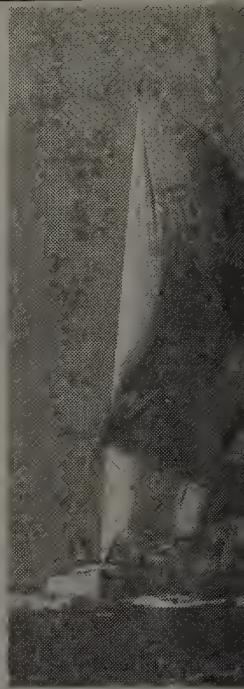
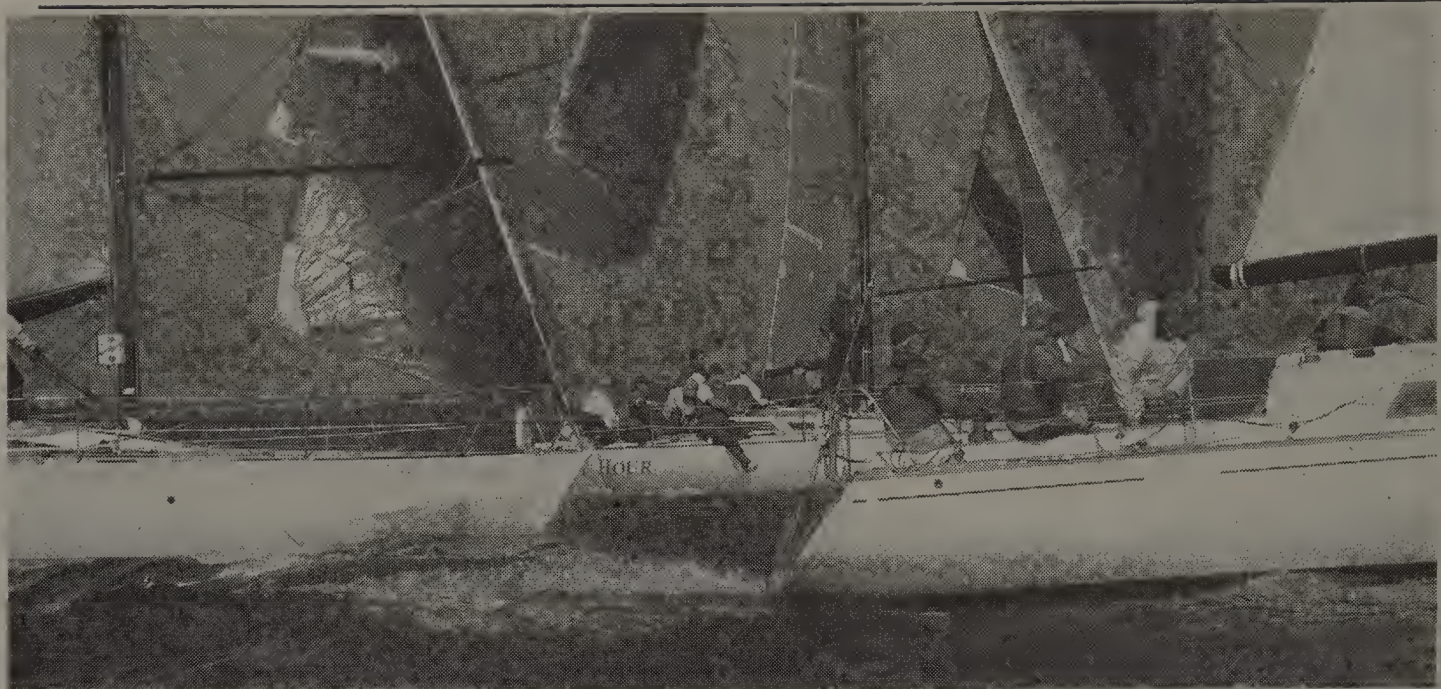
Trailing by 32 seconds at the leeward mark, the StFYC team couldn't unfurl their jib and had to send bowman Marsh up the rig to untwist the halyard from the headstay — which was basically game, set, match to San Diego. "They beat us fair and square," said Marsh, who — like us — wondered why the event couldn't be extended to a longer format, perhaps best three-out-of-five?

"I'm not suggesting that just because we lost," he said. "But it's really expensive and time-consuming to ship a boat to San Diego, plus fly down and house the crew and yacht club brass (Steve Taft, Doug Holm, Sean Svendsen, Don Trask, Jaren Leet) for just an hour and a half of racing."

Yankee Cup and Champion of Champions

The annual season-ending Yankee Cup (HDA champions) and Champion of Champions Regatta (ODCA winners) were held in splendid weather on Saturday, October 19. The quick, three-race series was run by Island YC off the Golden Gate YC race platform, with an awards ceremony immediately following. The Cityfront was swarming with boats that day due to two other concurrent regattas (Paige/Logan, Jessica Cup) and racers had their hands full figuring out the starting sequences (lots of guns and radio chatter) and avoiding traffic.

The turnout for the Yankee Cup was unusually good this year, as 13 of the 14 eligible HDA winners and runners-up



Scenes from the Yankee Cup and Champion of Champions, clockwise from upper left — Overlapped going into Blossom Rock; Yankee Cup winner Mike Bilafer (left) and his 'Family Hour' crew; 'Eclipse' romped in the C-of-Cs; 'Silkye' making it look easy; and 'Harp' escapes from Alcatraz.

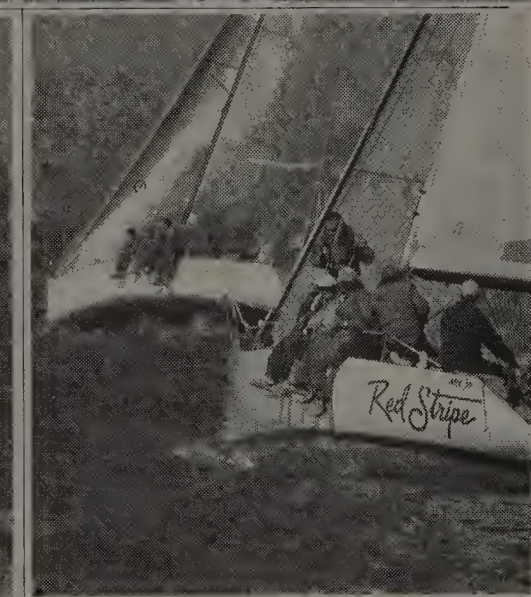
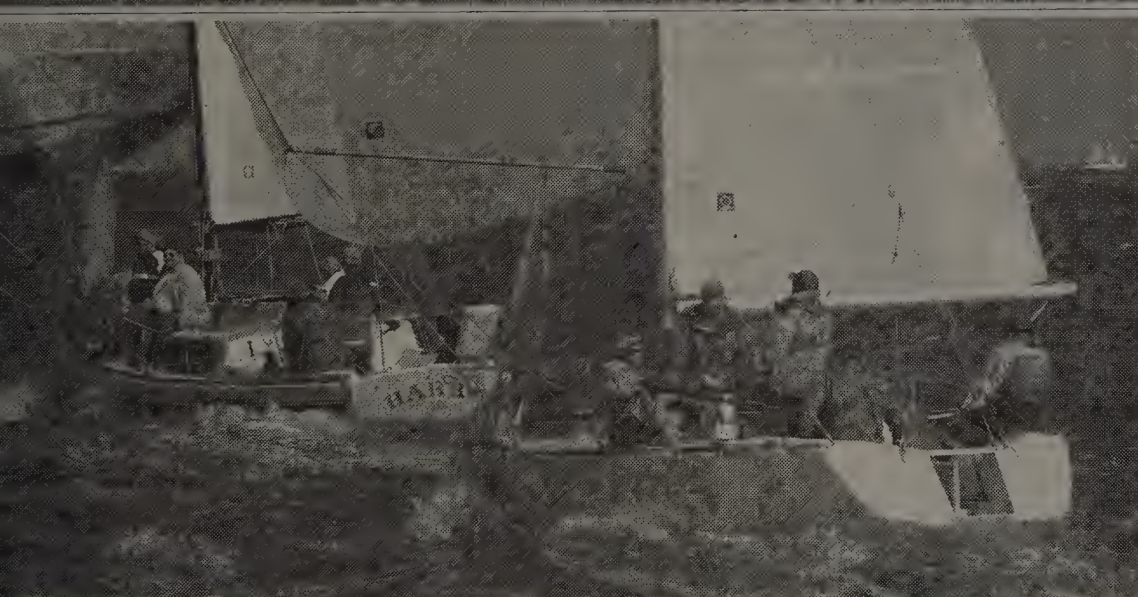
showed up. The Cup, created back in 1967 and named after the Ford family's schooner *Yankee* — which was competing in the nearby Jessica Cup that day! — consisted of three hour-long PHRF races using government marks. Three different boats won races: Mike Bilafer and his offspring won the opener in their Olson 30 *Family Hour*, then Stan and Sally Honey piloted their Cal 40 *Illusion* to victory, and next, Steve Seal took the third

and final bullet in his WylieCat 30 *Silkye*.

When the scores were tallied, it was *Family Hour's* year to win the Yankee Cup. After winning the first race by 43 seconds, they scored two close deuces (20 seconds in race two, just 12 seconds in race three) to finish with a 1,2,2 record to beat *Silkye* by a point, with *Illusion* ending up third

overall. Joining owner/driver Mike Bilafer on the successful 'family outing' were sons Jim and Jeff, tactician Peter Fostiak, Bob George (backup driver/main), former boatowners Diane and Barry Danieli, and Les Yamamoto.

Meanwhile, Mark Dowdy's Express 37 *Eclipse* made mincemeat out of ODCA's



A quartet of Yankee Cuppers fights the ebb into the leeward mark; 'Eclipse' tactician Bill Melbostad (left) and skipper Mark Dowdy; 'Mintaka 4' and 'Bodacious' on the breeze; 'Red Stripe' chases 'Ixxis'; and 'Blazing Saddles' looks for a passing lane around 'Harry'. All photos latitude/rob & jr.

Champion of Champions Regatta, which started five minutes after the Yankee Cup and shared the race track. Originally scheduled as a one design competition in DeWitt Dinghies, the C-of-C reverted back to the PHRF format — ironic, considering this is the One Design Class Association — when race organizers couldn't field

enough dinghies.

Just seven of ODCA's 11 classes were represented, either by the class winner or a proxy boat. None were remotely a match for Dowdy's well-oiled team, which took two bullets before coming in second in the finale, an ebbtide Central Bay reachathon which predictably went to the

Antrim 27 *Kind of Blue*. Dowdy's team consisted of tactician Bill Melbostad, Gary Sadamori, Bryan Moore, Ruth Suzuki, Jason Bright, Sonny Lopez, Mike Bruzone, Dave Parker, and Gus Mottle.

YANKEE CUP — 1) **Family Hour**, Olson 30, Bilafer Family, 5 points; 2) **Silkye**, Steve Seal, 6; 3) **Illusion**, Cal 40, Stan & Sally Honey, 11; 4) **Bodacious**, Farr One Ton, John Clauser, 14; 5) **Ixxis**, Olson 911-S, Ed Durbin, 17; 6) **Mintaka 4**, Farr 38, Gerry Brown, 19; 7) **MyToy**, Ranger 26, David

THE RACING

Adams, 22; 8) **Current Asset**, Islander 30 Mk. II, John Bowen, 22; 9) **Jeannette**, Tartan Ten, Henry King, 29; 10) **Star Ranger**, Ranger 26, Simon James, 30; 11) **Harp**, Catalina 38, Mike Mannix, 31; 12) **Red Stripe**, Sonoma 30, Brad Cameron, 31; 13) **76 Trombones**, Luna 24, Peter Cook, 26. (13 boats)

C-of-C — 1) **Eclipse**, Express 37, Mark Dowdy, 4 points; 2) **Soliton**, Santana 22, Mark Lowry, 8; 3) **Kind of Blue**, Antrim 27, Steve Saperstein, 12; 4) **Blazing Saddles**, Olson 25, Derik Anderson, 12; 5) **Starkite**, Catalina 30, Laurie Miller, 14; 6) **Serendipity**, Cal 29, Tom Bruce, 17; 7) **Harry**, Newport 30, Dick Aronoff, 17. (7 boats)

Audi Melges Gold Cup

A preview of the Melges 24 Worlds — to be hosted by St. Francis YC on October 11-17, 2003 — was held in late September, and if it was any indication, the winner may well come from Wisconsin. A pair of wicked-fast boats from that state throttled the 29-boat fleet in the Audi Melges 24 Gold Cup, running away with five of the eight bullets between them.

Wicked Feet, sailed by reigning Melges 24 national champion Tom Freytag, his brother Billy, Charlie Harnett and Harry Melges, won the three-day regatta going away. They were also first to the hoist when the regatta ended, as their enviable 1,1,2,2,2,2,1,(32) scores allowed them to sit out the last race. Brian Porter sailed **Full Throttle** to a consistent 4,3,1,(21),4,3,3,1 record to claim second. Seadon Wijssen, who won the sixth race with his still-new **Star**, was third. Mark Reynolds and the **Pegasus** crew finished fourth, picking up the two remaining bullets.

All races were windward/leeward at three different race venues — the Berkeley Circle, the Central Bay, and the

different things to see what will work for these guys next year," noted StFYC race coordinator Anika Leerssen. "Everyone seemed to like the Circle courses best."

Check out www.melges24.com for lots more on this regatta.

1) **Wicked Feet**, Tom Freytag, Lake Geneva, WI, 11 points; 2) **Full Throttle**, Brian Porter, Winnetka, WI, 19; 3) **Star**, Seadon Wijssen, San Francisco, 29; 4) **Pegasus**, Mark Reynolds/Philippe Kahn, San Diego, 35; 5) **Monsoon**, Bruce Ayres, Newport Beach, 50; 6) **Rock n' Roll**, Argyle Campbell, Newport Beach, 55; 7) **Not the Family Buick**, Shawn Bennett, San Rafael, 55; 8) **Ego**, Don Jesberg, Mill Valley, 62; 9) **Where's Bob?**, Bob Tennant, San Francisco, 65; 10) **Tropical Storm**, Doug Forster, Mill Valley, 74; 11) **Grinder**, Jeff Littfin, San Mateo, 74; 12) **Quantum 1**, Jeff Thorpe, San Francisco, 77; 13) **Mary Don't Surf**, Bret Gripenstraw, Santa Cruz, 80; 14) **Smoke Show**, Scott Dale, Los Gatos, 92; 15) **Smokin'**, Kevin Clark, Orinda, 93. (29 boats)

South Bay YRA Summer Series

The South Bay Yacht Racing Association's (SBYRA) annual seven-race, two-throwout Summer Series concluded on Saturday, October 19. There were four divisions with a total participation of 32 boats. The racing was very competitive, with results in three of the divisions being decided in the final race.

The SBYRA is an excellent venue for PHRF racing at all levels of expertise. Races are held once a month, south of the Bay Bridge. Hosting of the races rotates among the participating yacht clubs. The Winter Season begins on Saturday, November 16. Interested parties can find the Notice of Race at <http://home.attbi.com/~sbyra>.

-- mike
satterlund

BIG SPINNAKER — 1) **Mist**, Beneteau First 38, Robert Hu; 2) **Ala Kazaam**, Olson 25, Ralph Kirberg; 3) **Fermanagh**, O'Day 34, Frank Johnson. (7 boats)

BIG NON-SPINNAKER — 1) **Mer Linda**, Catalina 30, Mark Hale; 2) **Chiquita 2.0**, Catalina 36-TM, Hank Schade; 3) **36 Double Ds**, Islander 36, Dale Snearly. (9 boats)

LITTLE SPINNAKER — 1) **Windsong**, Ranger 23, Mike Finn/Mike Gravelle/ Eric Morse; 2) **Sandpiper**, San Juan 24, Kevin Hartig; 3) **Boogiewacket**, Columbia 36, John Felch. (7 boats)
LITTLE NON-SPINNAKER — 1) **Mandarin**, SeaQuest 26, Jayson Haines; 2) **Nattabie**, Santana 22, Eric Monjoin; 3) **Motu**, Tanzer 22, Michael Satterlund. (9 boats)

International Masters Regatta

St. Petersburg, Florida, chiropractor John Jennings won St. Francis YC's 24th International Masters Regatta on October 4-6 for the second year in a row, putting together a solid 6,2,5,1,4 series against a talented, but small, 12-boat field. As usual, the round-robin Cityfront series was sailed in borrowed J/105s and limited to invited older (over 60) rockstars and their slightly younger (over 45) amateur crews.

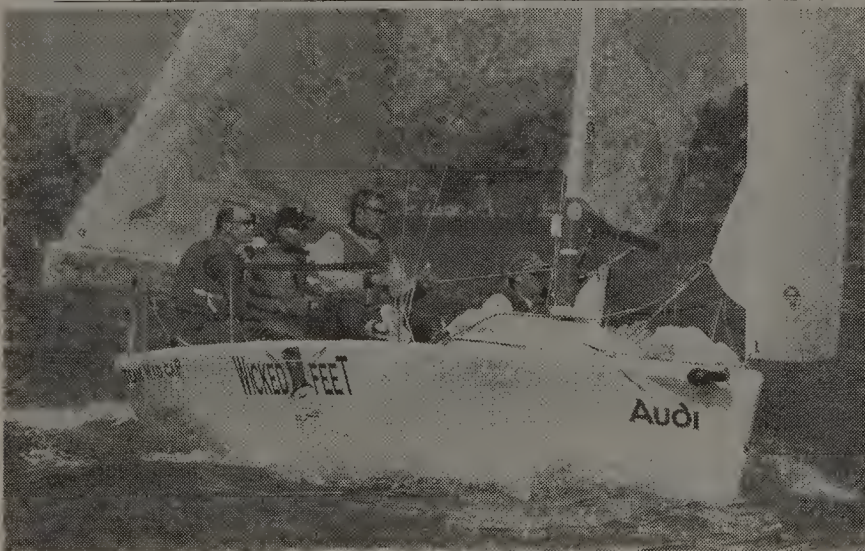
Jennings — an active Henderson 30 sailor, three-time winner of the Mallory Cup, and two-time Prince of Wales Trophy winner, among other accomplishments — sailed with two friends from Florida, Phil Smithies and Ron 'Hacksaw' Hyatt, and this reporter. The winning team took home another set of green jackets, which — in a possible nod to the golf Masters at Augusta? — are rapidly becoming a tradition with this regatta.

Runner-up and past winner ('99) Bruce Munro — sailing with Ed Bennett, Paul Heineken, Jim Coggan and Peggy Patrick — opened strongly with a 1,3 on Friday, then floundered to an 8,10 on Saturday before finishing off the series with another bullet on Sunday. Third place went to English legend Keith Musto, who had local talent Gary Sadamori on board. Past US Sailing president Dave Irish took fourth with *Sailing World* editor John Burnham among the crew (check out www.sailingworld.org for John's four-part story about his experience). The trophy for top J/105 went to Bruce Stone's *Arbitrage*, which was sailed well by regatta founder Don Trask, Jennings, and Munro.

All three days of sailing were glorious, with just the right amount of wind for the Masters to enjoy the series without working too hard. A two-hour postponement, however, on Sunday forced regatta chairman Pax Davis to call for a fifth double windward/leeward instead of the anticipated Bay Tour.

Aside from that curveball from Mother Nature and a noticeable downturn in participation (Paul Henderson, Tom Dreyfus, and Roy Dickson all had to cancel at the last minute), the Masters was another 'warm and fuzzy' package, with just as much emphasis on shoreside camaraderie as racing. Dry Creek Vineyards continued its association with the Masters, fueling both the Friday and Saturday night parties.

After the Big Masters lovefest in 2000, which featured 19 luminaries including the great Paul Elvström, this regatta has quieted down a little. Next year, however,



On a roll — 'Wicked Feet', with builder Harry Melges calling tactics, walked all over the fleet in the Audi Melges 24 Gold Cup.

Cityfront. Conditions were fairly light throughout the regatta, just as they should be for the Worlds. "We were trying



Masters Class of 2002 — Front row, from left: Keith Musto, Bruce Munro, John Scarborough, Kim McDell and regatta host Don Trask. Back row, from left: Terry Anderlini, winner John Jennings, Bruce Kirby, Dewey Hines, John Sherwood, Lowell North and Dave Irish.

Trask intends to bring it roaring back: "We're going to try a 'family and friends' format," he explained. "No age limits, no pro restrictions, and we'll up the weight limit so more family members can play. We'll invite all the sailing dynasties — the Buchans, the Melges, the Mustos, the Dicksons, you name it. We're even going to invite Elvström again, and I really think he might come. It's going to be great!"

RESULTS — 1) John Jennings, 18 points; 2) Bruce Munro, 23; 3) Keith Musto, 26; 4) Dave Irish, 27; 5) John Scarborough, 30; 6) Terry Anderlini, 32; 7) Lowell North, 33; 8) Don Trask, 33; 9) Bruce Kirby, 36; 10) John Sherwood, 40; 11) Kim McDell, 44; 12) Dewey Hines, 49. (12 boats)

BOATS USED — **Advantage 3** (Pat Benedict), **Alchemy** (Tom Struttman/Walter Sanford), **Aquavit** (Roy Steiner), **Arbitrage** (Bruce Stone/Neil Weintraut), **Blackhawk** (Dean Dietrich), **Horseplay** (Richard Parker), **Irrational Again** (Jaren Leet), **Jabberwocky** (Brent Vaughn/Paul Reyff), **Juxtapose** (Ariel Poler), **Kookaburra** (Craig Mudge), **Larrikin** (Stuart Taylor), **Natural Blonde** (Rob Cooper/Dennis Deisinger/Lambert Thom), **Pippin** (David Owen), **Whisper** (Eden Kim).

J/Fest South

J/Fest 2002, held in Long Beach on October 11-13, kicked off Friday afternoon with a harbor race for charity. Sixteen boats participated in a 5.6-mile pursuit race to help raise money for Team Spirit, a three year-old breast and ovarian cancer support service at Long

Beach's Memorial Hospital. After the racing, a rockin' Rajin' Cajun party was held at Long Beach YC, chaired by Camille Daniels along with a fabulous group of volunteers. Between a live auction, a raffle and the race proceeds, over \$12,000 was raised to help the fight against cancer.

On Saturday morning, it looked as if the Southern California J/Fest tradition of one day of light racing might be upheld. The breeze started very light, resulting in a 45-minute postponement on both courses. Finally, the breeze settled in enough to start, and the competitors put in a full day of racing. The inside course hosted a 15-boat J/24 fleet, a 10-boat J/PHRF fleet, and started the 12 J/120s on a 20-mile random leg course. Outside, 16 J/105s battled, while the small J/32 cruising class began a lovely afternoon cruising race. Sunday, the breeze came up hard, making for some competitive racing on both courses. The first race saw 12 knots; by the second race, the wind was consistent at 15 knots and things were rocking on both courses.

Barney Flam sailed his brand new, fresh-out-of-the-box J/105 *Flambuoyant* to honors in the J/105 class. The Jorgenson brothers struck gold in the J/120 class with their *Hot Tamale*. The J/24 class saw a real battle for first place between Chris Snow, Ryan Cox and Deke Klatt, with Snow and his *Bogus* crew com-

ing out on top.

There was great representation from the classic Js in the PHRF class, with John and Ann O'Connor's J/35 *Breakaway* securing first place in both class and the regatta. The J/30 *Friction Loss* was second, while the J/33 *Nitro* was third on a tiebreaker. Full results are available at www.jfest.org or www.lbyc.org.

With over 60 boats, 350 sailors, their families and friends, and all the terrific folks at LBYC, this was a first class event that helped give back to our community while everyone enjoyed an outstanding racing weekend.

— karen yingling,
Sail California

LATITUDE/ROB

J/120 — 1) *Hot Tamale*, Jorgenson Bros., 5 points; 2) Jim, John Snook, 10; 3) *Fast Tango*, Dick Lamb, 13; 4) *Indigo*, Scott Bimberg, 13; 5) *CC Rider*, Chuck Nichols, 17. (12 boats)

J/105 — 1) *Flambuoyant*, Barney Flam, 10 points; 2) *Incorrigible*, Rip Carruthers, 18; 3) *Javelin*, Doug & Pam Werner, 27; 4) *Ancara*, Fields/Theaders, 30; 5) *Belly Dancer*, Art McMillan, 33; 6) *Mischief*, Carolyn Hardy, 24. (16 boats)

J/24 — 1) *Bogus*, Chris Snow, 10 points; 2) *No Name*, Ryan Cox, 14; 3) *Jaded*, Deke Klatt, 16; 4) *3 Big Dogs*, Pat Toole, 19; 5) *Pandoras Motion*, Sonny Gibson, 23; 6) *Take Five*, Horn/Taylor, 28. (16 boats)

PHRF — 1) *Breakaway*, J/35, John & Ann O'Connor, 9 points; 2) *Friction Loss*, J/30, Shawn Ivie, 16; 3) *Nitro*, J/33, Messenger/Colgan, 16; 4) *Lucky Dog*, J/125, Peter Putnam, 17. (10 boats)

CRUISE — 1) *Whirligig*, J/32, Jeff & Kathy Landers, 3 points. (3 boats)

US Sailing Championships

Four more US Sailing national championships occurred last month, three of them on the West Coast. Happily, San Francisco YC member Vicki Sodaro and her talented *Tiburon Soccer Mom* squad won the Adams Cup in homewaters — turn back to *Sightings* if you missed that bit of good news.

Area G wasn't quite as well represented in the other contests, though StFYC member Brian Mullen gave the Mallory Cup his best shot. Continuing a long pattern of apathy towards US Sailing sailing events, we didn't even field teams at either the Prince of Wales (match racing) or the Lloyd Phoenix Trophy ('offshore').

For complete results, pictures and even press releases, visit www.ussailing.org. The 2002 national championship season

THE RACING

is now over except for the Champion of Champions (underway in Charlotte, NC, October 22-26) and the Hinman Trophy, a team racing showdown in New Orleans on November 8-10.

ADAMS CUP (SFYC: Oct. 3-6):

RESULTS — 1) Vicki Sodaro, Area G, San Francisco YC, 15.3 points; 2) Sally Barkow, Area K, Pine Lake YC (WI), 30; 3) Molly O'Bryan, Area H (west), Kaneohe YC (HI), 33; 4) Natalie Colmn-Fuller, Area A, Chatham YC (MA), 44; 5) Harriette O'Brien, Area C, Bay Head YC (NJ), 53; 6) Susan Taylor, Area J, CYC/SBYRC (CA), 54; 7) Micki Gramm, Area D, PYC (AL), 65; 8) Lynette Edenfield, Area F, Fort Worth BC (TX), 79; 9) Kelly Henson, Area H (east), Seattle YC (WA), 82; 10) Karin Olsen Nye, Area B, Indian Harbor YC (CT), 10. (10 teams)

J/24s USED — **Blue Jay** (Mullen Family), **Cool Breeze** (Doug Nugent), **Fat Bastard** (Curtis Press), **Fortunata** (Jenny Barba), **Jam Jam** (Neil Ruxton), **Muffin Monster** (Hans Reich), **Nixon Was Cool** (Dave Wiard), **Woof** (Alan McNab), **Wonder Woman** (TISC), **Tiburon Soccer Mom** (Vicki Sodaro)

MALLORY CUP (Bahia Corinthian YC: 9/26-28):

1) Charles Quigley, Area A, 28 points; 2) David Bolyard, Area D, 31; 3) Pete Sauer, Area H-E, 56; 4) Bob Harden, Area F, 57; 5) Tony Stuart, Area J, 58. (10 teams)

NorCal (Area G) entry — 9) Brian Mullen, with crew Justin Boitano, Derek Heeb and Kevin Mullen. (10 races in J/24s, no throwouts)

PRINCE OF WALES (Seawanhaka YC: Oct. 1-5):

1) Dave Dellenbaugh, Pequot YC; 2) Karl Zeigler, Watch Hill YC; 3) Bill Lynn, Eastern YC; 4) Andy Horton, Lake Champlain YC. (8 teams; match racing in Sonars)

LLOYD PHOENIX (LBYC: Oct. 3-6):

1) Scott Soonier, Southern YC, 13 points; 2) Claudia Wainer, Long Beach YC, 13; 3) Doug McLean, Alamitos Bay YC, 15; 4) Mike Stapleton, U.S. Naval Academy, 26; 5) Jeff MacKay, North Cape YC, 27. (10 teams; 5 races in Catalina 37s)

Veeder Cup

They came, they saw, they conquered. Challengers Monterey Peninsula lifted the Veeder Cup off defender Santa Cruz YC on October 5-6, winning the Sydney 38 match race contest 3-0. "It wasn't always pretty, but we got the job done," claimed MPYC tactician Dave Morris.

The match looked dead even on paper — Monterey sent Jeff Pulford's *Bustin' Loose*, while Santa Cruz countered with Craig French's *Animal*. Both boats flew identical Santa Cruz sails and were staffed with talented crews. Monterey, however, dominated the weekend series — which has been held more or less annually since 1964 — from the first gun.

The challengers led at every mark except one, winning the double windward/leeward races by healthy margins of 18, 47 and 33 seconds. The winning team was driver Larry Gamble, an ex-scow sailor

COURTESY MPYC/N. ANDREWS



from Lake Minnetonka, Morris, Pulford, crew boss Tim Cordrey, Cam Lewis, Gene Maly, Merritt Bruce, Karen Loutzenheiser and Marc Nail.

The Santa Cruz contingent was headed by skipper Ray Pingree, who sailed with French, tactician Jay Crum, Bill Turpin, Doug Kirk, Leonard Santana, and Jack and Carol Gordon. This was the first time in five years that SCYC has lost the Veeder Cup.

Created as a match race invitational among the four Monterey Bay yacht clubs, the Veeder Cup has morphed into an annual tradition between rivals MPYC and SCYC (Stillwater and Elkhorn yacht clubs have long since lost interest). "There's all kinds of BS beforehand, just like the America's Cup," laughed regatta chairman Mike Evans. "But the actual racing is fun and the camaraderie off the water is tremendous. This event has become an important link between our two clubs."

Two Final Ocean Races

The 12-race, 3-throwout 2002 OYRA season ended with a pair of mellow races, the Drakes Bay weekend (September 28-29) and the Junior Waterhouse (October 10). Twenty-one boats sailed in the races to and from Drakes Bay, which surprisingly were light-air spinnaker runs each way. Everyone was at anchor in Drakes Bay by the cocktail hour, and the ensuing night was warm and peaceful. "This weekend makes up for the last two years," claimed outgoing OYRA president Doug Storkovich (*Dance Away*), hinting that this race isn't always this nice.

The 21-mile Junior Waterhouse was another pleasant affair. After waiting about an hour for wind, 24 boats set off on a course which went out to Channel Buoy #7 and finished inside the Richmond Breakwater. A season-ending celebration

Veeder Cup winners — Jeff Pulford (holding trophy), Dave Morris (holding cocktail) and the victorious MPYC squad.

followed at Richmond YC, featuring a DJ and free chowder, chili and adult beverages for about 100 people. "We had some money left over in the treasury, so we decided to have a party," said Storkovich. "Our thanks to Don Lessley for organizing everything."

Check out the winners' profiles on pages 168-172 to see who won OYRA overall this year. As always, full results can be found at www.yra.org.

DRAKES BAY (CYC: Sept. 28-29):

PHRO I — 1) **Auspice**, Schumacher 40, Jim Coggan, 2 points; 2) (tie) **X-Dream**, X-119, Steen

Bay View Boat Club Monday Night Madness

1) **Auggie**, Santana 22, Sally Taylor, 9 points; 2) **That's Right!**, Coronado 25, Katherine Wheatley, 12 points; 3) **Tonto**, Ranger 33, Allen Frazier, 15; 4) **Papillon**, Columbia 28, T. Collins, 16; 5) **Sanity Check**, Coronado 25, M. Xenon Herrmann, 30. (16 boats; second half only — 4 races; 1 throwout)

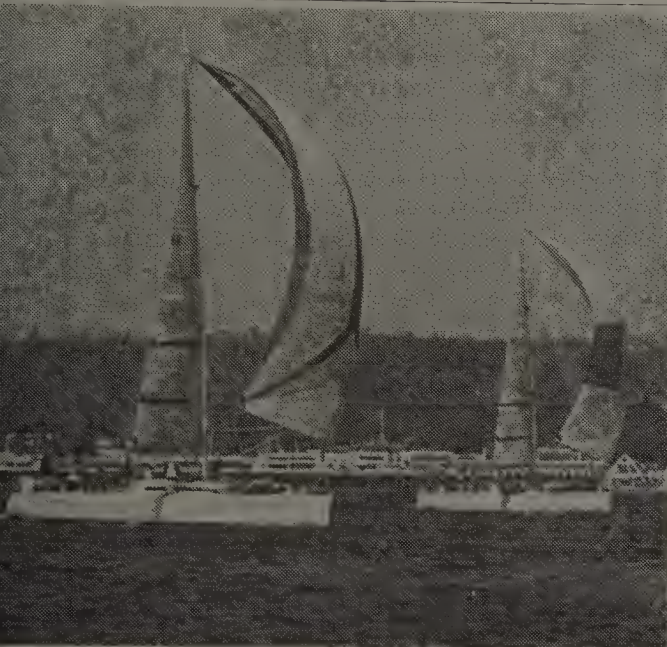
Champion of Champions — 1) **Navigator**, Folkboat, Chris Herrmann; 2) **That's Right!**; 3) **Tonto**. (6 boats — top three from first and second half; one race only)

Benicia YC Thursday Nights

FLEET A (69-150) — 1) **Freaks on a Leash**, Express 27, Scott Parker, 11 points; 2) **Goldilocks**, Morgan 36, Noble Griswold, 16 points; 2) **At Ease**, Santana 35, Jeff Christie, 17. (7 boats)

FLEET B (144-171) — 1) **Sunset Strait**, J/24, Eric Mickelson, 11 points; 2) **Cayenne**, Olson 25, John Young, 13; 3) **Too Tough**, Ultimate 20, Steve Bales, 20. (8 boats)

FLEET C (174-246) — 1) **Noble Prize**, Newport 30, Robert Mott-Smith, 10 points; 2) **New Directions**, Cal 25, Paul Byia, 11; 3) **Alte Liebe**, Ballard 30, Jerry Martin, 16. (8 boats)



26-27. We were stuck in the office, slaving away on another gnarly deadline, or we certainly would have been over at RYC with our sailing gear and camera. The important stuff—i.e., the podium finishers—follows. Surf to www-ryc.org for the rest of the

Moller, and **Cipango**, Andrews 56, The Bartons, 5. (6 boats)

PHRO II — 1) (tie) **Dance Away**, Santana 35, Doug Storkovich, and **Two Scoops**, Express 34, Chris Longaker/Tom Goodwin, 3 points. (5 boats)

MORA I — 1) **Beat to Quarters**, Olson 30, Richard Calabrese, 3 points. (1 boat)

MORA II — 1) **Silkye**, WylieCat 30, Steve Seal/John Skinner, 2 points. (3 boats)

SHS — 1) **Andiamo**, SC 27, Mike Warren, 2 points; 2) (tie) **Troubadour**, J/33, Robert Johnson, and **Annalise**, Wylie 34 mod., Paul Altman, 5. (6 boats)

JUNIOR WATERHOUSE (RYC; Oct. 10; 21 miles):

PHRO I — 1) **Auspice**, Schumacher 40, Jim Coggan; 2) **Cipango**, Andrews 56, The Bartons; 3) **Eclipse**, Express 37, Mark Dowdy. (7 boats)

PHRO II — 1) **Two Scoops**, Express 34, Chris Longaker/Tom Goodwin; 2) **Remedy**, Beneteau 42s7,

MPYC's Sydney 38 'Bustin' Loose' (#44) led SCYC's 'Animal' upwind and downwind at the Veeder Cup, winning it 3-0.

Ken Pimental. (5 boats)

MORA I — 1) **Abracadabra II**, Antrim 27, Robin Kessel. (3 boats)

MORA II — 1) **Silkye**, WylieCat 30, Steve Seal/John Skinner. (3 boats)

SHS — 1) **Polar Bear**, Antrim 27, Richard Ray; 2) **Andiamo**, SC 27, Mike Warren. (6 boats; 3 DNF)

Great Pumpkin Regatta

Huge turnout (138 boats), usual format (three buoy races and a pursuit race), nice fall weather, a fun *Jaws* theme party on Saturday night—that's the quick and dirty version of Richmond YC's always-fun Great Pumpkin Regatta on October

story.

SC 52 — 1) **Natazak**, Steve Williams, 5 points. (3 boats)

FARR 40 — 1) **Non Sequitur**, Thayer/Watts, 3 points. (3 boats)

J/120 — 1) **Chance**, Barry Lewis, 4 points; 2) **El Ocaso**, Rick Wesslund, 5. (4 boats)

WYLIE 39 — 1) **Flashgirl**, Warwick Tompkins, 4 points. (2 boats)

EXPRESS 37 — 1) **Elan**, Bill Riess, 3 points. (2 boats)

J/35 — 1) **Fast Lane**, John Wimer, 3 points; 2) **Jarlen**, Bob Bloom, 8. (5 boats)

J/105 — 1) **Advantage 3**, Pat Benedict, 6 points; 2) **Tiburón**, Steve Stroub, 10; 3) **Baldeagies**, Dave Liggett, 12; 4) **Alchemy**, Walter Sanford, 13. (11 boats)

99-RATERS — 1) **Marrakesh**, Express 34, Craig Perez, 3 points; 2) **Ozone**, Olson 34, Carl & Gini

BEER CAN SERIES FINAL RESULTS

(24 races; 6 throwouts)

Berkeley YC Friday Nights

DIV. I (210 and up) — 1) **Rosanna Danna**, Cal 20, Pete Dennis/Hatton Clifton, 12 wins; 2) **La Bruja**, Nightengale, Daniel Coleman, 5; 3) **Daisy**, Pearson Commander, Cal SC, 3. (10 boats)

DIV. II (faster than 210, shorter than 29 feet) — 1) (tie) **Phantom**, J/24, Brian Angelo, and **Rail to Rail**, J/24, Thom Henneberger, 8 wins each; 3) **Casual Contact**, Edward Walker, 3. (20 boats)

DIV. III (faster than 210, longer than 29 feet) — 1) **Boogie Woogie**, Ranger 33, Michael Yovino-Young, 10 wins; 2) **Jeannette**, Tartan Ten, Henry King, 9 wins; 3) (four-way tie) **Bay Loon**, **Mojo**, **City Lights**, **Shenanigans**, 1. (15 boats)

(23 races; scoring is 'horse race' style, i.e. only first place counts)

Corinthian YC Friday Nights

DIV. I (0-126) — 1) **Navigator**, Soverel 33, Bill & Dick Melbostad, 20 points; 2) **Blue Chip**, Farr 40, Walt Logan, 45; 3) **Sabertooth**, J/105, Mike Eagan, 57; 4) **Tigger**, J/33, Francis Fridell, 72; 5) **Out of Options**, J/105, Doug Berman, 122. (24 boats)

DIV. II (127-180) — 1) **Jimmy Riddle**, Moore 24,

Rich Korman, 19 points; 2) **Abigail Morgan**, Express 27, Ron Kell, 23 points; 3) **Shenanigans**, Express 27, Bill Moore, 34; 4) **Fat Bastard**, J/24, Curtis Press, 100. (12 boats)

DIV. III (181 & up) — 1) **Geronimo**, Lancer 30, Mike Campbell, 25 points; 2) **Perezoso**, Excalibur 26, Phil McAfee, 27 points; 3) **Big Wow**, Rhodes 19, Tom Royal, 27. (7 boats)

DIV. IV (non-spinnaker, 0-177) — 1) **Quickstep**, IOD, Mel Pearce, 23 points; 2) **Q**, Schumacher 40, Glenn Isaacson, 39; 3) **QE3**, Tartan Ten, Tom Perot, 52; 4) **Smogen**, Custom 36, Julie Le Vicki, 58; 5) **Jarlen**, J/35, Bob Bloom, 70. (27 boats)

DIV. V (non-spinnaker, 178 & up) — 1) **Tension II**, Cal 20, John N. Teboom, 16 points; 2) **Peer Gynt**, Knarr, Jim Skarr, 31; 3) **Juno**, Newport 28, Gary Stypulikoski, 47; 4) **Patience**, Ranger 23-T, John Baier, 65; 5) **No Name**, unknown, Lee Johnson, 94. (15 boats)

(second half only — 11 races; 1 throwout)

Encinal YC Twilight Series

(Friday Nights on the Estuary)

DIV. I (< 125) — 1) **Capricorn**, J/105, Bill Booth, 12 points; 2) **20/20**, J/105, Phil Gardner, 12; 3) **Don Miguel**, Melges 24, Mike Rettle, 14. (9 boats)

DIV. II (126-149) — 1) **Wife E. Coyote**, Express 27, Dan Pruzan, 5 points; 2) **Tortuga**, Santana 30/30, Steve Hutchison, 8; 2) **Great White**, Express 27, Scott Tipper, 17. (9 boats)

DIV. III (150-175) — 1) **Hamburger House**, Olson 25, Jens Jensen, 8 points; 2) **Phantom**, J/24, John Gulliford, 10; 3) **Scooter**, Moore 24, Mimi Henderson, 10. (9 boats)

DIV. IV (Columbia 5.5) — 1) **Maverik**, Bill Colombo, 6 points; 2) **Cheater**, Jim Graham, 8. (5 boats)

DIV. V (176-up) — 1) **Show Goose**, Santana 30, Ted Mattson, 7 points; 2) **Lelo Too**, Tartan 30, Emile Charles, 11; 3) **Magic Moments**, 'Bluenose', Shirley Temming, 12. (7 boats)

DIV. VI (non-spinnaker) — 1) **Dogstar**, Triton, Larry Suter, 6 points; 2) **Tula**, Folkboat, Aram Soghikian, 7. (5 boats)

(second half only — 5 races; 1 throwout)

42nd Folkboat Wednesday Nights (at Golden Gate YC)

FOLKBOAT — 1) **Polpero**, Peter Jeal, 14 points; 2) **Petite Serene**, David Boyd, 17; 3) **Frieded**, Bill Madison, 24. (average starters = 7)

KNARR — 1) **Lykken**, Sham Sinawi, 15 points; 2) **Benino**, Terry Anderlini, 30; 3) **Sequoia III**, Jon

THE RACING

Bauer, 9; 3) **Two Scoops**, Express 34, Longaker/Goodwin, 13. (7 boats)

TARTAN TEN — 1) **Wishful Thinking**, Lester Gee, 4 points; 2) **Jeannette**, Henry King, 5; 3) **Gammon**, Jeff Hutter, 9. (7 boats)

SF-30 — 1) **Preparation J**, J/30, Ron Tostenson, 7 points; 2) **Enigma**, Capo 30 mod., Robert Hultman, 11; 3) **Redux**, Olson 911-S, Nick Barnhill, 12. (10 boats)

WYLIECAT 30 — 1) **Uno**, Steve Wanner, 5 points; 2) **Silkye**, John Skinner, 8. (6 boats)

OLSON 30 — 1) **Love Shak**, John Scarborough, 4 points. (3 boats)

HAWKFARM — 1) **Eyrie**, Tom Condy, 4 points. (3 boats)

ANTRIM 27 — 1) **Abracadabra II**, Kessel/Surtees, 7 points; 2) **Always Friday**, John Liebenberg, 7; 3) **Cascade**, Laraine McKinnon, 9. (8 boats)

EXPRESS 27 — 1) **True Grits**, Jay Montgomery, 8 points; 2) **E-Type**, Express 27, John Drewery, 9; 3) **Wile E. Coyote**, Dan Pruzan, 11. (7 boats)

WYLIE WABBIT — 1) **Kwazy**, Colin Moore, 5 points; 2) **Hip Hop**, Scott Hester, 8. (6 boats)

MERIT 25 — 1) **Bewitched**, Laraine Salmon, 4 points. (3 boats)

OLSON 25 — **E-Ticket**, David Woodside, 6 points. (1 boat)

MOORE 24 — 1) **Boo**, Vaughan Seifers, 8 points; 2) **Gruntled**, Bart Hackworth, 8; 3) **Gorgeous**, Mark Breen, 15; 4) **One Moore**, Tom Wondolleck, 17; 5) **Eclipse**, Brad Butler, 19. (15 boats)

J/24 — 1) **Woof**, Alan McNab, 6 points; 2) **Rail-to-Rail**, Rich Jepsen, 9. (6 boats)

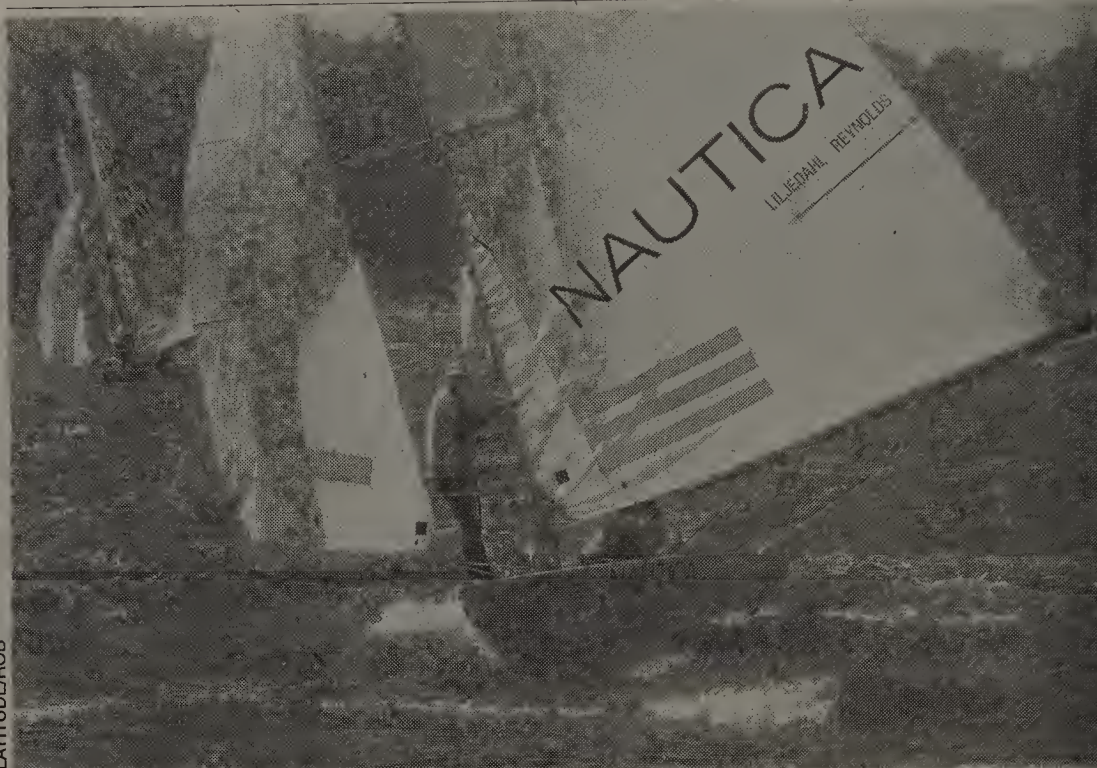
J/22 — 1) **Travieso**, Jack Allen, 4 points; 2) **Tinseltown Rebellion**, Cam Lewis, 5. (4 boats)

SANTANA 22 — 1) **Twoirrational**, Tony Chargin, 3 points; 2) **Carlos**, Jan Grygier, 6; 3) **Dominatrix**, Heidi Schmidt, 11. (7 boats)

CAL 20 — 1) **Rutharola**, Bernard Saggese, 5 points. (2 boats)

PURSUIT RACE (top ten) — 1) **Predator**, Hawkfarm; 2) **El Gavilan**, Hawkfarm; 3) **Tinseltown**

LATITUDE/ROB



Downwind dance — Austin Sperry balances their *Star* on one chine while Mark Reynolds steers en route to winning the Calvin Paige Regatta.

Rebellion, J/22; 4) **Q**, Schumacher 40; 5) **Vu Ja De**, Moore 24; 6) **Czardas**, Moore 24; 7) **Silkye**, WylieCat 30; 8) **Triumph**, WylieCat 30; 9) **Advantage 3**, J/105; 10) **Loose Lips**, Merit 25. (130+ boats)

Box Scores

Too many races, not enough time! Thank goodness for *Box Scores*, the overflow section of *The Racing Sheet*.

Want better coverage of your event? It's easy — just send us a timely report, full results, crisp pictures, regatta T-

shirts for our entire staff, and a pile of small unmarked bills. Lunch is nice, too.

WOMAN SKIPPERS' INVITATIONAL (BYC, Oct. 6):

CLASS A (0-150) — 1) **Bodacious**, Farr One Ton, Bobbi Tosse; 2) **Bay Loon**, J/29, Jan Crosbie-Taylor; 3) **Jeannette**, Tartan Ten, Ingrid Liebold. (6 boats)

CLASS B (151-up) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Clean Sweep**, Olson 25, Gina O'Leary; 3) **Wuvulu**, Islander 30, Dawn Chesney; 4) **Mission Impossible**, Merit 25, Turi Drake. (10 boats)

OVERALL — 1) **Bodacious**; 2) **Bewitched**; 3) **Bay Loon**. (16 boats)

PICYA CHISPA/YOUTH (EYC, Oct. 5):

LASER (Chispa Trophy) — 1) Sean Kelley, SFYC,

BEER CAN SERIES FINAL RESULTS

Perkins, 30. (average starters = 11)

IOD — 1) **Undine**, Adam Wheeler, 12 points; 2) **Icfigin**, Jeff Lawson, 16. (average starters = 4)

OVERALL (Dignan Trophy) — **Lykken** (skipper Sham Sinawi, Seadon Wijsen, Joel Aves, and "rotating bow guys") (12 races; 3 throwouts)

Golden Gate YC Friday Nights

1) **Jam Jam**, J/24, Neal Ruxton, 10 points; 2) **Just in Time**, Beneteau 42.5, Frank McNear, 12; 3) **Banana**, Cal 2-29, Wayne Carley, 29. (9 boats) (10 races; 2 throwouts)

Island YC Friday Nights

DIV. A (< 150) — 1) **Wet Trash**, Capri 30, Joe Antos, 10 points; 2) **Red Stripe**, Sonoma 30, Brad Cameron, 12; 3) **Wile E. Coyote**, Express 27, Dan Pruzan, 20; 4) **Peggy Sue**, Laser 28, John Davis, 22; 5) **Saint Anne**, Olson 30, Bruce Heckman, 22. (18 boats)

DIV. B (> 151) — 1) **Redhawk**, Hawkfarm, Dan Newland, 5 points; 2) **Lele Too**, Tartan 30, Emile Carles, 17; 3) **Popeye**, Cal 9.2, Ruth Summers, 17; 4) **Dulcinea**, Killer Whale, Mike Mathiasen, 18; 5) **Flying Cloud**, Ranger 23-T, Bruce Baker, 22. (16

boats)

DIV. C (Santana 22) — 1) **Dominatrix**, Heidi Schmidt, 6 points; 2) **Anemone**, Hank Lindemann, 9. (4 boats)

DIV. D (non-spiinnaker) — 1) **Georgia**, Custom 42, Ben Mewes, 7 points; 2) **Fun Zone**, Santana 22, Tom McIntyre, 7. (6 boats) (Second half only — 5 races; 1 throwout)

Oakland YC Sweet 16 Series (Wednesday Nights)

FLEETA (< 73) — 1) **Jammin'**, J/35, Eric Brown, 8 points; 2) **Fast Forward**, Aerodyne 38, Dan Benjamin, 9. (4 boats)

FLEET B-1 (73-150) — 1) **Wet Trash**, Capri 30, Joe Antos, 6 points; 2) **Sunshine**, J/27, Shaffer/White, 12. (4 boats)

FLEET B-2 (151-176) — 1) **Bewitched**, Merit 25, Laraine Salmon, 6 points; 3) **Noble Lady**, Beneteau 305, Gary Massari, 15. (6 boats)

COLUMBIA 5.5 — 1) **Maverik**, Bill Colombo, 9 points; 2) **Drummer**, Weaver/Sankey/Sadeg, 11; 3) **Wings**, Mike Jackson, 15. (7 boats)

FLEET D (177-189) — 1) **Snow Goose**, Santana 30, Ted Mattson, 8 points; 2) **Legacy**, Ranger 29, Patrick & Sharon Blaylock, 12. (6 boats)

FLEET E (> 190) — 1) **Lyrle**, Thunderbird, Allen Barth, 7 points. (3 boats) (Second half only — 8 races; 2 throwouts)

St. Francis YC Friday Night Windsurfing Series

1) **Bill Weir**, Open, 10 points; 2) **Rob Hartman**, Formula, 12; 3) **Jean Rathle**, Open, 19; 4) **Al Mirel**, Formula, 35; 5) **Chris Radowski**, Formula, 36; 6) **Vlad Moros**, Open, 41; 7) **Ben Barner**, Formula, 50; 8) **Steve Bodner**, Formula, 61; 9) **Soheil Zahedi**, Formula, 61; 10) **Andreas Macke**, Formula, 65. (25 boards) (10 races; 2 throwouts)

Sausalito YC Sunset Series (Tuesday Nights)

DIV. A (spinnaker) — 1) **Chorus** (*), Kettenburg 38, Peter English, 5 points; 2) **Gammon**, Tartan Ten, Jeff Hutter, 9; 3) **Perezoso**, Excalibur 26, Laurie Davis, 17. (6 boats)

J/105 — 1) **Whisper**, Eden Kim, 15 points; 2) **Zuni Bear**, Bennett/Bergmann, 16; 3) **Jose Cuervo** (*), Sam Hock, 23; 4) **Frisky**, Woodhull/Hansen, 19. (10 boats)

DIV. II (non-spiinnaker < 145) — 1) **Lynx** (*),

3 points; 2) Henry Nieuwstad, SCYC, 7. (4 boats)
EL TORO (11-13 years old) — 1) Max Fraser, SCYC, 3 points; 2) Russell Schuldt, RYC, 6. (4 boats)
EL TORO (14-16) — 1) Ryan Baily, RYC, 3 points. (3 boats)

FJ (Diola Cup/Horne Trophy) — 1) Mallory McCollum/Dominique Bertrand, SCYC, 5 points; 2) Will Kendrick/Thomas Brook, EYC, 12; 3) David Rasmussen/Annie Freitas, RYC, 12; 4) Cory Lutchansky/Megan Castuccio, RYC, 14. (8 boats)
 (3 races, no throwouts)

FALL ONE DESIGN (SFYC: Oct. 12-13):

ETCHELLS — 1) Mahalaga, Peter Vessella, 4 points; 2) Celebration, Doug Morss, 10; 3) #969, Chris Raney, 11; 4) Dinner Roll, Jeff Moseley, 14; 5) White Jacket, John Sutak, 18. (14 boats)

EXPRESS 27 — 1) Baffett, Baffico/Baskett, 6 points; 2) E-Type, John Drewery, 9; 3) Archimedes, Dick Swanson, 13. (7 boats)

OLSON 25 (Nationals) — 1) Baleineau, Charlie Brochard, 4 points; 2) Barking Dog, Jeffrey Kroeber, 7; 3) Hamburger House, Jens Jensen, 11. (6 boats)

MELGES 24 — 1) Ego, Don Jesberg, 4 points; 2) Tropical Storm, Doug Forster, 9; 3) Surfeit, David Wadbrook, 15. (8 boats)

WYLIE WABBIT (Nationals) — 1) Mr. McGregor, Kim Desenberg/John Groen, 11 points; 2) #8415, Andy Hamilton, 12; 3) Furrari, The Rowlands, 20; 4) Kwazy, Colin Moore, 33. (8 boats; 8 races)

J/24 — 1) Team Audi, Doug Nugent, 5 points; 2) Nixon Was Cool, David Wiard, 10; 3) Rail to Rail, Jepsen/Henneberg, 1; 4) Casual Contact, Edward Walker, 13; 5) Woof, Alan McNab, 17. (12 boats)

SANTANA 22 — 1) Tackful, Frank Lawler, 4 points; 2) Elaine, Pat Broderick, 8. (4 boats)
 (5 races; 1 throwout)

SNIPES WEST HEMISPHERES (ABYC: 9/24-28):

1) Augie Diaz/Jon Rogers, Miami, 15 points; 2)

Alex Paradedda/Flavio Fernandes, Brazil, 17.25; 3) Marcos Mascarenhas/Pedro Caldas, Brazil, 30; 4) George Szabo/Brian Janney, San Diego, 35; 5) Randy Lake/Piet Van Os, Dan Diego, 35.5. (25 boats; 7 races w/1 throwout)

39th LITTLE ENSENADA (SWYC: Oct. 4; 60 miles):

PHRF I — 1) Falcon (*), Tripp 50, Ernie Pennell; 2) Cantata, Andrews 53, Ron Kuntz; 3) Lina, SC 50, Walter Pressel; 5) Victoria 5, Andrews TP-52, Mike Campbell; 5) Pyewacket (**), R/P 75, Roy Disney. (14 boats)

PHRF II — 1) Magic Light, Hobie 33, Rory Francis; 2) B-Nasty, B-32, Aaron Sturm; 3) Silhouette, Beneteau 40.7, W. & S. Gross. (12 boats)

PHRF III — 1) Starfire, Pet. 39, C. & J. Guild; 2) Apollo V, Pet. 42, Ned Knight; 3) Rolling Thunder, C&C 37, C. Ryan. (13 boats)

PHRF IV — 1) Blackadder, J/27, David Cattle; 2) Sea Maiden, Ericson 35; 3) Midnight Express, CF-27, Terry Gleason. (9 boats)

PHRF V — 1) Masquerade, Santana 30, Larry Emerson; 2) Claddagh, Pearson 26, K. & N. Henahan; 3) Done Deal, Ranger 32, Marty McGee. (13 boats)

ANCIENT MARINER — 1) Flirt, 44' yawl, J. Swendsen; 2) Taroa, K-50, T. Sterling. (5 boats)

CRUISE — 1) Mariah, O'Day 34, J. & M. Brinker; 2) Alondra II, Ericson 38, R. Simensen; 3) Valhalla III, Olson 34, P. Landsom. (9 boats)

* = FIRST OVERALL — Falcon. (75 boats)

** = FIRST TO FINISH — Pyewacket. (8:13:27)

TOTALLY DINGHY (RYC: Sept. 28-29):

EL TORO — 1) John Amen, 8 points; 2) Max Fraser, 13. (6 boats)

BYTE — 1) Dan Ouellet, 11 points; 2) Gaylin Yee, 30; 3) Luce Sahali, 33; 4) Gail Yando, 37; 5) Colleen Sullivan, 44. (14 boats)

LASER — 1) Roger Herbst, 16; 2) Ken Crawford, 24; 3) Peter Phelan, 36; 4) Max Paulus, 38. (12 boats)

SNIPES — 1) David Odell, 9 points; 2) Andy Goodman, 15. (6 boats)

29er — 1) Johnny Heineken, 8 points; 2) George Pedrick, 17. (6 boats)

INT. CANOE — 1) Anders Petersson, 3 points; 2) Del Olsen, 6. (4 boats)

INT. 14 — 1) Ted Rogers, 9 points; 2) Brad Ruetenik, 15. (6 boats)

505 — 1) Howie Hamlin, 8 points; 2) D. Thompson, 20; 3) Doug Hagan, 24; 4) Nick Adamson, 26; 5) Carisa Harris, 32. (12 boats)

WYLIE WABBIT — 1) Pete Rowland, 15 points; 2) Colin Moore, 17; 3) John Groen, 18. (8 boats)

OPEN — 1) Kristofer Vogelsong, Thistle, 10 points; 2) Ron Smith, Thistle, 16; 3) Michael Brewer, Lightning, 23. (7 boats)

(9 races; 1 throwout)

WALLACE CUP (OYC: Oct. 12; 9.5 miles):

1) Bodacious, Farr One Ton, John Clauser, BYC; 2) Fast Forward, Aerodyne 38, Dan Benjamin, OYC; 3) Jeanette, Tartan Ten, Henry King, BYC; 4) Always Friday, Antrim 27, John Liebenberg, RYC; 5) Rascal, Wilderness 30, Rui Luis, AYC; 6) Bella Rosa, J/105, Dave Tambellini, AYC; 7) Logical Switch, Express 37, Fred Joyce. (15 boats)

COLLEGIATE RANKINGS (as of 10/16):

COED — 1) Harvard; 2) St. Mary's; 3) Tufts; 4) Hawaii; 5) Hobart/Wm. Smith; 6) Boston College; 7) Dartmouth; 8) USC; 9) Yale; 10) Kings Point; 11) Georgetown; 12) Brown; 13) Stanford; 14) Charleston; 15) Navy; 16) Coast Guard; 17) Washington College; 18) MIT; 19) Connecticut College; 20) Orange Coast.

WOMEN — 1) St. Mary's; 2) Old Dominion; 3) Brown; 4) Dartmouth; 5) Tufts; 6) Stanford; 7) UC Santa Barbara; 8) Yale; 9) Harvard; 10) USC; 11) Hawaii; 12) UC Berkeley; 13) Georgetown; 14) Charleston; 15) UC Irvine.

1D-35 WEST COAST CHAMPS (SDYC: Oct. 5-6):

1) Kill-a-Watt, David Rillie, 15 points; 2) Victory, Buddy Cribb, 17; 3) Zsa Zsa, Bill Wright, 18; 4) Kolonia, Doug Ament, 19; 5) Tabasco, John Wylie, 21; 6) KT's Choice, Bud Stratton/John Wimer, 23; 7) Center of Gravity, Rick Johnson, 33; 8) Tangled.Web, Neil Senturia, 34. (8 boats; 5 races w/ no throwouts)

53rd EL TORO STAMPEDE (RYC: Oct. 12-13):

SENIOR (over 21) — 1) Gordie Nash; 2) Jim Warfield; 3) John Gilmour; 4) Fred Paxton; 5) Nick Nash; 6) John Amen; 7) Chris Straub; 8) Bruce Bradfute; 9) Kit Stycket; 10) Mike Dias.

JUNIOR (under 15) — 1) Brooks Reed; 2) Max Fraser; 3) Russell Schuldt; 4) Camille Berry; 5) Michael Lewis; 6) Christopher Cason; 7) David Ewa; 8) John Gray; 9) Izzy Zingale; 10) Pierce Barton.

INTERMEDIATE (15-20) — 1) Jesse Wedler; 2) F. Gilmour.

FLY WEIGHT (under 99 pounds) — Russell Schuldt.

LIGHT WEIGHT (100-149) — Nick Nash.

MIDDLE WEIGHT (150-200) — Fred Paxton.

HEAVY WEIGHT (200-up) — Gordie Nash.

BULL THROWER — Fred Paxton.

GREEN BOTTLE (no centerboard) — Fred Paxton.

SODA SOCIAL (under 21) — Russell Schuldt.

TEAM — Gordie Nash, Claire Dennis, Camille Berry, David Ewa.

J/105 FLEET 8 HIGHPOINT SERIES (final):

1) Mischief, Carolyn Hardy, BCYC, 648 points; 2) Incurrigible, Rip Carruthers, SDYC, 592; 3) Jav-

BEER CAN SERIES FINAL RESULTS

WylieCat 30, Overton/Plumley, 5 points; 2) Vitrum, Catalina 470, Dale Fleming, 8; 3) Tom Cat, Islander 36, Barry Stompe, 9; 4) Picaroon, Santana 35, Melin/Hodgson, 21. (11 boats)

DIV. III (non-spinnaker > 145) — 1) Pajarita, Golden Gate, Robert MacDonald, 5 points; 2) Elaine (*), Santana 22, Pat Broderick, 7; 3) Roebot, Catalina 30, Rod Decker, 16; 4) Ductape, Ranger 23, Terry Smith, 18; 5) Juno, Newport 28, Gary Stypulkowski, 23; 6) Inshallah, Santana 22, Shirley Bates, 33. (15 boats)

(Second half only — 5 races; 1 throwout; * = overall winner)

South Beach YC Friday Nights

DIV. I (spinnaker < 130) — 1) Kokopelli, SC 40, Gene Rooney, 25 points; 2) Luna Sea, J/105, Richard Smith, 28; 3) Moray, 1) Metre, Mark Hecht, 42; 4) Northern Lights, Santana 35, Roger Neathery, 55. (12 boats)

DIV. II (spinnaker > 131) — 1) Grenadier, Contessa 32, Paul Osborne, 15 points; 2) Dreamer, Hunter 31, Douglas Gooding, 19; 3) Abra Jeanneau 32, Bob Turnbull, 35; 4) Skol, Folkboat, Michael Conner, 51. (12 boats)

DIV. III (non-spin < 181) — 1) Jane Doe, Olson

911-S, Bob Izmirian, 11 points; 2) Spirit of Elvis, Santana 35, Lewis Lanier, 25; 3) Fat Bob, Catalina 38, Bob Lugliani, 28; 4) Dancing Bear, Catalina 30, Joe Askins, 48. (18 boats)

DIV. IV (non-spin > 181) — 1) Pannonica, Contest 27, John Lymberg, 22 points; 2) Tchoupitoulas, Santana 22, Steve Buckingham, 28; 3) Ruth E, Catalina 27, Bill Davidson, 46; 4) Apale'ale, Cal 2-27, Daniel Gaudy, 55. (16 boats)
 (12 races; 2 throwouts)

Vallejo YC Wednesday Nights and Weekend Series

FLEET A (0-194) — 1) X-Ta-C, Olson 29, Bill Switzer, 30.5 points; 2) Axel Hyst, Custom 50, Jim Wallis, 46.5; 3) Wolfe, J/24, Chris Kim, 52.75. (8 boats)

FLEET B (194-up) — 1) Faraway, O'Day 27, Jim Mueller, 19.75 points; 2) Degage, Ranger 23, Jeff Ruszler, 40; 3) Wings, Albin Ballard 30, Jerry Halterman, 48.75. (8 boats)

FLEET C (non-spinn) — 1) Lonestar, Santana 30, James Spencer, 46; 2) Holy Smoke, Mega 30, Bill Pendola, 68; 3) Shoji, Cal 36, Russ Taft, 74.5. (33 races; 7 throwouts)

THE RACING

elin, Doug & Pam Werner, SDYC, 553; 4) **Bold Forbes**, Ed Cummins, BYC, 519; 5) **Ancara**, Bill Fields/JB Thedder, NHYC, 503; 6) **Stellar J**, Dixon Green, CRA, 503; 7) **Despicable**, Bill Johnson, CBYC, 471; 8) **Twelve Bar Blues**, Chuck Spears, PSSA, 458; 9) **Hibiscus**, Andrew Hewitt, SDYC, 455; 10) **Wings**, Dennis & Sharon Case, SDYC, 442. (42 boats; 9 regattas w/2 throwouts)

FINN/EUROPE NATIONALS (SCYC: Oct. 10-13)

FINN — 1) Richard Clarke, 13 points; 2) Chris Cook, 19; 3) Mike Milner, 35; 4) Aaron O'Grady, 40; 5) Mo Hart, 40; 6) Darrell Peck, 52; 7) Brian Boyd, 53; 8) Henry Sprague, 60; 9) Patrick Weaver, 91; 10) Andy Kern, 96. (19 boats; 10 races w/1 throwout)

EUROPE — 1) Krysia Pohl, 5 points; 2) Robert Dean, 6; 3) Christin Feldman, 11; 4) Melissa Bailey, 14; 5) Lauren Maxam, 17. (12 boats; 5 races w/1 throwout)

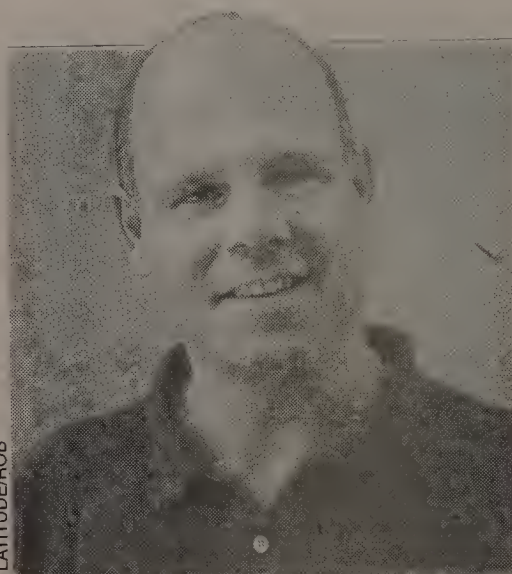
VALLEJO 1-2 (SSS: October 19-20)

MULTIHULL — 1) **White Knuckles**, F-31R, Gary Helms, 2 points. (1 boat)

CLASS II (< 129) — 1) **Razzberries**, Olson 34, Bruce Nesbit, 3 points; 2) **Stink Eye**, Laser 28, Jonathan Gutoff, 5. (6 boats)

CLASS III (30-168) — 1) **Chesapeake**, Merit 25, Jim Fair, 2 points; 2) **Constellation**, Wylie 33, Tom Krase, 4. (6 boats)

CLASS IV (>169) — 1) **Pappy**, Wilderness 21, Daniel Hayes, 3 points; 2) **Dulcinea**, Coronado 27,



LATITUDE/ROB

Knarr sailor Sham Sinawi won the Degnan Trophy, emblematic of the best overall performance in the Wednesday Night woogie races.

John Slivka, 6; 3) **Elaine**, Santana 22, Pat Broderick, 6. (9 boats)

NON-SPINNAKER — 1) **Talisman Banana**, J/22, Gary Albright, 2 points; 2) **Na Na**, Saga 43, Dwight Odom, 7; 3) **True North**, C&C 37, Jeff Dunnavent, 8. (8 boats)

WYLIECAT 30s — 1) **Uno**, WylieCat 30, Bren Meyer, 2 points. (2 boats)

ULDB (DLR < 140) — 1) **Sleeping Dragon**, Hobie 33, Mark Halman, 7 points; 2) **Starbuck**, Black



LATITUDE ARCHIVES

Krysia Pohl won the Europe Nationals and is making progress toward her goal of sailing in the Athens Olympic Games.

Soo, Greg Nelson, 7; 3) **Salty Hotel**, Express 27, David Rasmussen, 8; 4) **Encore**, Wylie Gemini Twin, Andy Hall, 9. (11 boats)

OVERALL — 1) **Starbuck**, 8 points; 2) **Sleeping Dragon**, 9; 3) **Salty Hotel**, 10; 4) **Encore**, 12; 5) **Uno**, 13. (37 boats)

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JESSICA CUP (StFYC: Oct. 19):

MARCONI-I — 1) **Elizabeth Muir** (*), Eldridge McInnis 48-ft schooner, David Hamilton; 2) **Barbara**, 52-ft Alden schooner, Robert Klemmedson. (4 boats)

MARCONI-II — 1) **Simpatico**, Mariner 35 ketch, Tom McGowan; 2) **Adagio-01**, unknown, David Howell. (5 boats)

MARCONI-III — 1) **Youngster**, IOD, Ron Young. (3 boats)

GAFF — 1) **Johanna** (**), 41-ft Alden gaff cutter, Richard Ruddick; 2) **Brigadoon**, 50-ft Herreshoff schooner, Terry Klaus. (5 boats)

* = Jessica Cup winner

** = Yankee Cup winner

WOMEN'S ONE DESIGN (LBYC: Oct. 19-20):

1) Liz Hjorth, Cal YC, 12 points; 2) Colleen Cooke, SWYC, 20; 3) Carla Thorsen, WSA of Santa Monica Bay, 24; 4) Laura Legorreta, PVYC, 29; 5) Valeria Navarro, LB/LA WSA, 34. (8 teams; 7 races in Catalina 37s w/1 throwout)

Winning Team — Liz Hjorth (skipper), Kathy Patterson, Sue Herrschaft, Dawn McIntosh, Gwen Gordon, Alice Leahey, Marylyn Hoenemeyer, Carrie Dair, Tiffany Brain, Ann Chamberlin, Liz Tran.

SANTA CRUZ YC FALL SCORE (final):

DIV. A — 1) **Outrageous**, Olson 40, Linkemyer/

Brown, 5 points; 2) **Absolute 02**, Sydney 38, Keith MacBeth, 10. (5 boats)

DIV. B — 1) **Details**, Andrews 30, John Panciallo, 5. (2 boats)

DIV. C — 1) **Capitol Affair**, Olson 30, John Buchanan, 12 points; 2) **Celeste**, unknown, M. Evanovich, 14; 3) **Warpeth**, unknown, Boraston/Gilliam. (7 boats)

DOUBLEHANDED — 1) **Wildfire**, Moore 24, Howard Ruderman, 5 points; 2) **Nobody's Girl**, Moore 24, Syd Moore, 9; 3) **Cadenza**, Moore 24, B. Donald, 10. (8 boats)

(3 races, no throwouts)

ROUND-THE-ISLAND (SFYC: Oct. 20: 14.6 miles):

SPINNAKER — 1) **Ego**, Melges 24, Don Jesberg; 2) **Surfeit**, Melges 24, David Wadbrook; 3) **Navigator**, Soverel 33, The Melbostads; 4) **Windwalker**, J/46, John Scarborough; 5) **Yucca**, 8-Meter, Hank Easom; 6) **Blue Chip**, Farr 40, Walt Logan; 7) **El Ocaso**, J/120, Rick Wesslund. (33 boats)

NON-SPINNAKER — 1) **Pilot**, Islander 36, Jim Robinson; 2) **Rigadoon**, Ericson 35, Wendy Miller; 3) **Ascona**, Comet 30, Jack Ulrichs. (12 boats)

TOP TEAM — 'Navigator's Haters': *Navigator, El Ocaso, Big Wow, Blue Streak, Wahope II*. (6 teams)

SANTA CRUZ YC FALL ONE DESIGN (final):

MELGES 24 — 1) **Mary Don't Surf**, Bret Grip-

enstraw, 5 points. (3 boats)

SC 27 — 1) **Racer X**, Mark Shipper, 21 points; 2) **Sumo**, Cassady/Livingston, 15; 3) **Hanalei**, Schuyler/Naef, 23. (6 boats)

SANTANA 22 — 1) **Tara**, Orion Pritchard, 7 points; 2) **Insanity Cruz**, Mark Langer, 10. (4 boats) (9 races w/1 throwout)

RED ROCK REGATTA (TibYC: Oct. 26):

DIV. I (0-150) — 1) **Joy Ride**, J/105, Bill & Susan Hoehler; 2) **Shenanigan**, Islander 36, Mike & Carolyn Fitz-Gerald; 3) **Mortal Kombat**, Moore 24, Hans Bigall. (9 boats)

DIV. II (151 and up) — 1) **Don Wan**, Santana 28, Don Kunstler; 2) **Seebar**, Pearson Electra, Dennis Brewer; 3) **Patriot**, Yamaha 33, Lesa Kinney & Dave Opheim. (7 boats)

FALL INVITATIONAL (StFYC: Oct. 25-27):

FINN (*) — 1) Richard Clarke, 10 points; 2) Geoff Ewenson, 24; 3) Mo Hart, 27; 4) Greg Skidmore, 34; 5) Aaron O'Grady, 45. (17 boats; protest pending)

EUROPE (*) — 1) Krysia Pohl, 13 points; 2) Christin Feldman, 14; 3) Jaime Mack, 24; 4) Lauren Maxam, 34; 5) Tanya Hadded, 48. (15 boats)

BYTE — 1) Jeff Sloan, 7 points; 2) Dan Ouellet, 16; 3) Nick Ward, 22; 4) Blake Warner, 23; 5) Charlie Ramser, 23. (14 boats)

LASER — 1) Matt McQueen, 9 points; 2) Peter Phelan, 11; 3) Andrew Tuthill, 24; 4) Tracy Usher, 30;



The advertisement features a large, detailed image of a sailboat's mast and rigging system, with the brand name 'RONSTAN' prominently displayed in large, bold, red letters across the center. Below the main image, the word 'Frederiksen' is written in a stylized, italicized font. The background shows a sailboat on the water, with the name 'ASSA ABLOY YOLISA A321' visible on the hull.

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THE RACING

5) Tim Russell, 31. (14 boats)

VANGUARD 15 — 1) Scot Seller/Mike Huang, 28 points; 2) Adam Lowry/Linda Fousek, 37; 3) Nick Adamson/Aaron Ross, 43; 4) Matthew Sessions/Avery Patton, 47; 50 Holt Condon/Gillian Jayson, 54. (18 boats)

(*) = ranking regatta for U.S. Olympic Sailing Team

Race Notes

Pray for wind: Eleven boats were scheduled to start LBYC/NHYC's inaugural **Isla Navidad Race** just as this issue hits the docks. Nine boats should have started the new 1,178-mile race on Thursday, October 31: two TP-52s in Division B (*J-Bird III* and *Victoria V*), four 50ish-footers in 'C' (*Stealth Chicken*, *Adrenalin*, *Chicken Little*, *Bay Wolf*), and two 40-footers in 'D' (*Patriot*, *Bolt*). The big guns — **Zephyrus V**, **Magnitude** and **Medicine Man** — were poised to take off on Friday, November 1. Historically, this isn't a very windy time of year to race to Mexico, and the approach to the mainland could be particularly grisly. Daily position reports will be posted at www.nhyc.org.

Kudos: The America's Cup Hall of Fame (Bristol, RI) recently announced its 2002

inductees — San Diego hero **Malin Burnham** (*Enterprise*, *Freedom*, *Liberty*, *Stars & Stripes* and lots more), Kiwi syndicate boss Sir Michael Fay and marine photographer Stanley Rosenfeld. . . The short list for the 2002 ISAF Rolex World Sailor of the Year Awards was also recently posted. The women nominees are 470 sailors Sofia Bekatorou and Emilia Tsoulfa (GRE), Europe sailor Sari Multala (FIN), and Mistral sailor Alessandra Sensini (ITA). The male nominees are Laser/Finn sailor Ben Ainslie (GBR), Volvo Ocean Race winner **John Kostecki** (USA), the 49er duo Iker Martinez/Xabier Fernandez (ESP), and Star World champ Iain Percy (GBR).

World championships, briefly noted: Canadian boatbuilder Bill Abbott, sailing with son Bill and Paul Davis, demolished the fleet at the **Soling Worlds**, posting five firsts and one third in the waters off Marblehead. . . Eduardo Cordero of Venezuela won the **Sunfish Worlds** in Galveston Bay, topping runner-up John Koliuss and 62 other entries. . . Meanwhile

in Corpus Christi, Texan Terry Flynn won the 60-boat **J/22 Worlds**. . . Two Italian skippers, Guiseppe Abba and runner-up Paolo Cristofori, topped the **Mumm 30 Worlds** in Annapolis. . . Aussies Darren Bundock and John Forbes won the 57-boat **Toronado Worlds** off Martha's Vineyard.

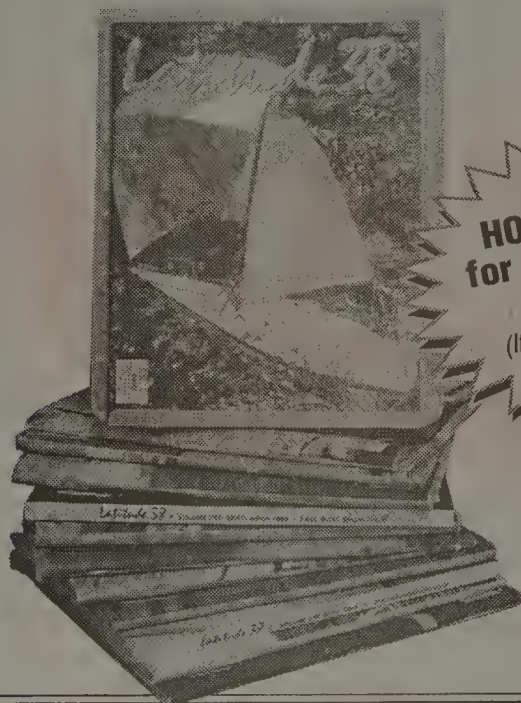
Honor roll: The **US Sailing Annual General Meeting** was held in Marina del Rey in mid-October, where **Dry Creek Vineyards** presented the organization with a check for \$4,000 (proceeds from their 'Regatta' wine) for educational and teambuilding programs. . . **California YC** was awarded the St. Petersburg Trophy (excellence in race management) for the 2002 Nautica Star Worlds last August. We attended that event, and agree that Cal YC absolutely deserved this high honor. . . Among other awards, longtime US Sailing volunteer Faye Bennett of New Jersey was awarded the Herreshoff Trophy (outstanding contribution to sailing), **Vanguard Sailboats** was presented the Pres-

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VANGUARD/THORTON

Old age and treachery — The NorCal contingent at the Laser Masters, from left: Jim Christopher, Dave LaPier, Peter Vessella, Chris Boome, Tracy Usher, Russ Silvestri and Brodie Cobb.

ident's Industry Award, and Susie Trotman was honored with the inaugural Timothea Larr Award for national contribution to sailor education, safety and training.

Tough guys: Bay Area sailors did well

at the gigantic (280 boats) **Laser Masters Worlds**, held in late September in Hyannis, MA, in a variety of conditions. **Peter Vessella** turned in a great performance in the 76-boat Masters (ages 45-54) fleet, coming in third. He was just one

point out of second, and seven behind the winner, Ed Adams. Fellow Master **Tracy Usher** also had a good regatta, winning the windy (25 knots) finale. In the 68-boat 'kiddies' division (Apprentice Masters, ages 35-44), **Russ Silvestri**, who also scored a divisional win in the last "San Francisco Bay-like" race, and **Brodie Cobb** each did well. In the Grand Masters (55-64), **Chris Boome** claimed he sailed "consistently but never brilliantly" to finish sixth out of 64. See www.laserworlds2002.com for more.

Random notes: Denmark's Jesper Radich defeated countryman Jes Gram-Hansen to win the **Bermuda Gold Cup** (and \$20,000), held in IODs in mid-October. Local talent Peter Bromby was third in that annual pro-am match racing series, which had an 'off' year due to some other match racing series in Auckland. . StFYC member Bill Wright and his **Zsa Zsa** crew were the overall winners of the 2002 One Design 35 West Coast season championship. . . Former Santana 35 racer Joel Davis just bought the well-travelled Beneteau 40.7 **Wired**, which he has renamed **Shaddy Daddy**.

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With reports this month on the **Unique Vantage Points Accessible by Chartering**, planning for a **Caribbean Regatta Charter**, and a charter in pursuit of **Camaraderie in the Greek Isles**.

You Can't Get There from Here: Wonders of a Waterborne Perspective

Yachting writers often make the argument that a yacht charter vacation can be more affordable than staying ashore at a waterside resort. We tend to agree. But when it comes to comparisons, an even stronger selling point is the fact that some of the most spectacular sights in many prime tourism destinations can *only* be reached by water. Experiencing an area on a bareboat or crewed yacht, rather than by land, gives you special entree to unspoiled places. While hotel guests idle at the pool bar day after day, your charter yacht transports you to idyllic, uninhabited lagoons and inlets that no landlubber will ever see.

Take the islands of the South Pacific and Caribbean, for example. There are many picture-perfect anchorages that would be virtually impossible to reach on foot or by car, short of hacking through dense underbrush with a machete. Anchoring overnight in such a spot, caressed by trade winds under a canopy of brilliant stars, and having no man-made sounds within earshot, can be just the tonic that a weary wage slave needs to neutralize the accumulated stress of the workaday world, and reinvigorate his or her lust for living.

We've had the pleasure of sailing in the Pacific Northwest several times, but the mental pictures that remain sharpest are of the steep-sided fiords of Desolation Sound, a primeval wonderland of

Exploring under sail yields unique vantage points, such as viewing the spectacular estates along the Chesapeake's Wye River.

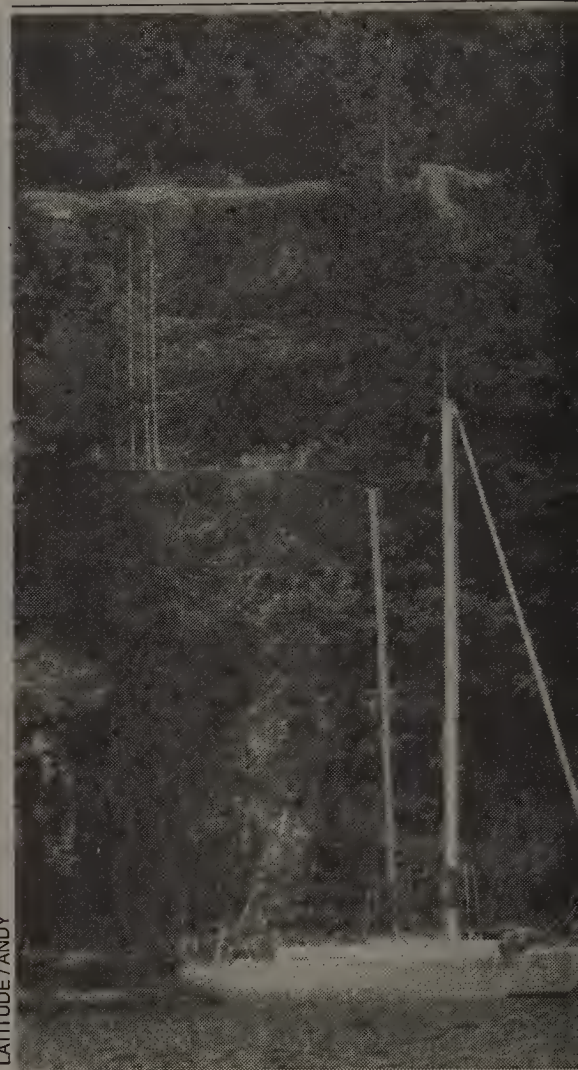
dense forests, cascading waterfalls and snow-capped peaks accessible only by water.

Another case in point is Thailand. The waterside hotels of Phuket are great places to work on your tarl and people-watch. But that's a poor substitute for sailing through the maze of limestone islets and pinnacles that lie just offshore.

Likewise, you can travel by car to many awe-inspiring sites along the perimeter of New Zealand's Bay of Islands. But to explore the region's premier attractions — the islands themselves — you need sailing skills.

Even in areas that are inhabited, the waterborne perspective you get from traveling by boat dramatically increases your appreciation and understanding of a place while giving you a window on its most sensational waterside properties. There is no shoreside substitute for the thrill of looking back at an island, mountain, harbor or cityscape from out on the open water. It's as true right here on San Francisco Bay as it is in the Bora Bora lagoon.

We had a chance to ruminate on all this last month during a five-day charter on the Chesapeake out of Sunsail's Annapolis base. We'll give you a full report on that fascinating region in an upcoming issue, but the point we want to make here is that as pretty as the countryside is in Eastern Maryland while driving down narrow country roads, you completely miss the spectacular views of verdant colonial estates perched along the shoreline of the Chesapeake's meandering waterways.



The same is true of the waterways of Maine, where, again, the most extraordinary properties all look out on the water.

Halfway around the world, it's a visual treat to look out across the Bora Bora lagoon from a hotel lounge chair, but from the deck of a sailboat the 360° panorama of thatch-roofed cottages perched over brilliant turquoise water, with Mt. Pahia towering in the background is ten times more dramatic.

With that, we'll rest our case. But the next time you're weighing vacation options, we encourage you to remember the 'added value' that only a waterborne perspective can give.

— latitude/aet

Throw Off Your Shoes, It's Caribbean Regatta Time

If shortened days and chilly temperatures are beginning to put a frown on your face, we've got a suggestion for you: Shanghai a team of sailing buddies to compete in a major Caribbean regatta this season.

From February through





How's this for an idyllic anchorage? When cruising Desolation Sound, you feel as though you're a million miles from mainstream society.

May there is a full palate of sailing contests to choose from, each offering its own unique atmosphere and style.

Organizers of most of the events listed below are more than happy to have bareboaters enter, and in several — such as the BVI Spring Regatta and Dutch St. Maarten's Heineken Regatta — there are special bareboat-only classes where boat-for-boat racing on nearly identical hulls is a recipe for serious fun. Although it's a bit more complicated to arrange, it is also possible to charter a high perfor-

mance race boat through a yacht charter broker. Folks who do this often also charter a big bareboat — like a cat — to tag along as the 'mothership', where crew can sleep and none-racing family members can enjoy the fun from the sidelines.

The season kicks off in the USVI with the St. Croix International Regatta. Although now the first leg of the long-established Caribbean Ocean Racing Triangle (CORT), it's actually a relatively small event. But the folks at the St. Croix YC are always extremely hospitable, and it's a good excuse to visit this minimally-touristic island.

By contrast, St. Maarten's three-day Heineken Regatta has grown dramatically in recent years, rivaling Antigua Sailing Week in its number of entries (roughly 300). Boats come from all over the Caribbean to race and party, as do big boats from Europe and the U.S. At the 'Heinie', the bareboat fleet is

enormous, with teams flying in from a dozen countries.

Leg Two of CORT is the Puerto Rico's Heineken International Cup. (Yes, the names are a bit confusing.) This one is held in the waters off Fajardo, along the island's eastern shore. Puerto Rican sailors are gracious hosts, known for die-hard racing enthusiasm and wild parties. Sea conditions, however, can sometimes get rough and rowdy.

Next is St. Thomas' biggest annual regatta, the Rolex. These are the waters where A-Cup helmsman Peter Holmberg learned his chops. The best thing about this event is that some of the courses wind through the chain of islands and cays. It's been downsized in recent years, but is still loads of fun.

The BVI Spring Regatta is a perennial favorite among charterers, as they can combine a cruise through the islands with a long weekend of around-the-buoy racing in the relatively flat waters of the Sir Francis Drake Channel. Caribbean racers come from up-island and down-island, and globetrotting big boats show up also, as this event, combined with St. Maarten's Heineken and Antigua Sailing Week, now comprises the Caribbean Big Boat Series.

Antigua's annual 'Classics Regatta' capitalizes on the fact that this formerly British island is the part-time homeport of some of the most spectacular yachts in the world — both modern and vintage. Every year an eye-popping array of museum-quality traditional yachts assemble here to race in the typically brisk conditions. And while you'd feel silly tagging along in a bareboat, just walking

Racing at the BVI Spring Regatta is always sunny and fun, regardless of whether you're campaigning a Melges or a bareboat.

Major 2003 Caribbean Regattas

Feb 15-17	St. Croix International Regatta, St. Croix, USVI
Mar 7-9	Heineken Regatta, St. Maarten
Mar 14-16	Heineken International Cup, Puerto Rico
Mar 28-30	International Rolex Regatta, St. Thomas, USVI
Apr 4-6	BVI Spring Regatta, BVI
Apr 17-22	Antigua Classic Yacht Regatta, Antigua
Apr 18-20	Bequia Easter Regatta (tentative)
Apr 27-May 3	Antigua Sailing Week, Antigua

BONES BLAKE / COURTESY BVI SPRING REGATTA



the docks and viewing the *Concourse d'Elegance* is well worth the trip.

A week later is the Caribbean's biggest racing event, of course, Antigua Sailing Week. Some say it's actually gotten too big, but certainly every sailor should experience it at least once. There's good racing in all classes, including those of the bareboats. Another option is chartering a nice boat and simply joining the enormous spectator fleet. With a full week of racing and nightly beach parties, our advice is to *pace yourself!*

Bequia's Easter Regatta is at the other end of the spectrum. Based at the eternally-quiet harbor of Admiralty Bay, there are modern boat racing classes, but the spotlight is really on the islanders' hand-built traditional sloops, as well as the kids' model boat races. Laidback, friendly and fun, it will not disappoint those looking for a good time without crowds and chaos.

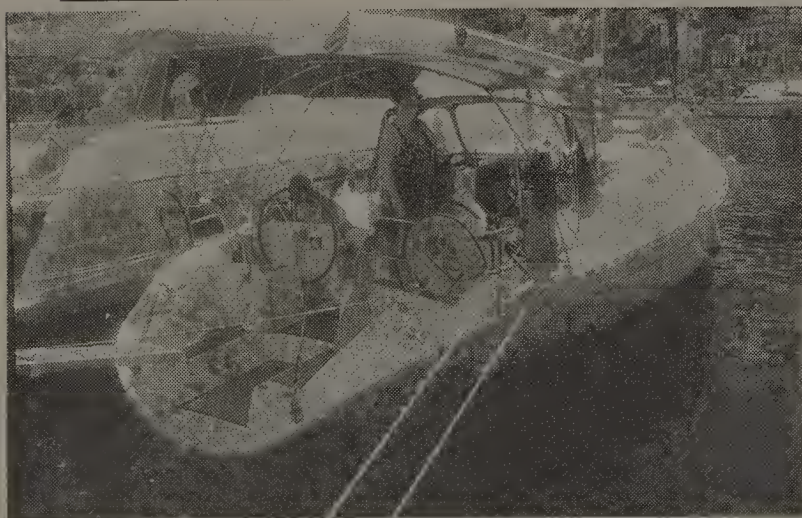
Whichever regatta suits your style, we suggest you book your boat ASAP, as chartering for these events has become extremely popular. Don't forget the sunblock, drink lots of water and watch out for de rum, mon!

— latitude/aet

A Boatload of Fun in Greece's Dodecanese Islands

Last August, 11 friends and family did a two-week bareboat charter in the

With 'Alexandros' neatly Med-moored, Robin cautiously awaits the inevitable arrival of new neighbors.



JOHN & ROBIN BOUSHA

Dodecanese Islands of the eastern Aegean Sea.

The islands are Greek, but are very close to Turkey. Our boat was the French-built Atlantic 49 *Alexandros*,



BOTH PHOTOS JOHN & ROBIN BOUSHA

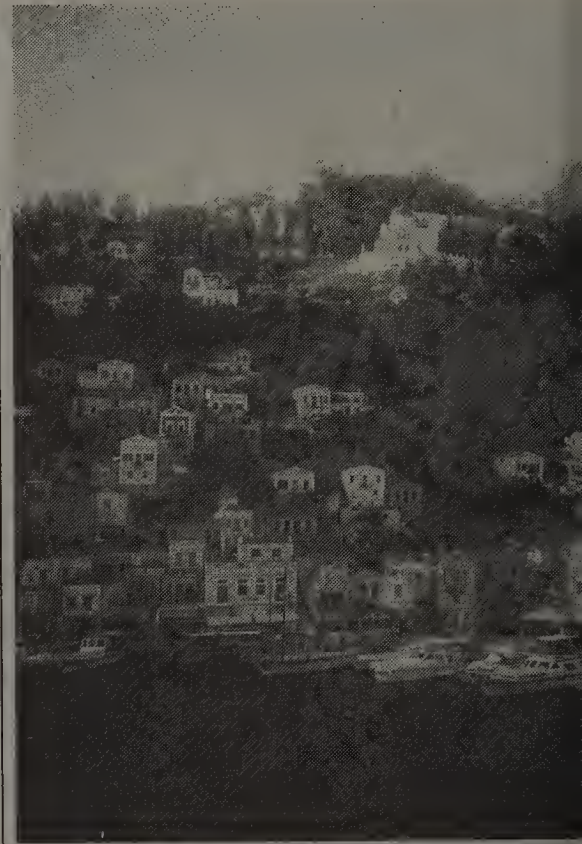
based on the island of Kos. We took a bit of a gamble and chose a Greek charter company instead of one of the more well-known firms which have U.S. offices, as the pricing was substantially cheaper.

While we had uncertainties about what condition we'd find the boat in, it turned out to be well-equipped and 98% fine — although it was a little 'tired'. In retrospect, though, the cost of the boat split amongst 11 people was a small part of the total expense of getting to Greece, and needn't have been a consideration.

Eleven people on a 49-ft boat is a bit ambitious. We knew that. Most of our group were part of an extended family that has annually piled too many people onto Lake Powell houseboats yet had terrific times. The remainder of us have cruised quite a bit, and had no illusions about what it would be like. We were four couples, two singles (friends), and a teenage daughter. The boat had four double cabins with heads, plus a single-berth crew cabin. The

two single adults would camp-out in the saloon, or more likely, in the cockpit or on deck, and the teen got the crew cabin.

In a series of get-togethers to plan the trip, we continuously worked to erode



Left: Carl enjoys great reaching conditions off Rhodes. Right: In the early morning hours, the quay at Symi is lined with Med-moored boats of all descriptions. This was the busiest harbor of the trip.

any expectations of privacy or dignity. In fact, everything worked out great. We all got along well with no tension, disagreements or whining. This is a great and diverse group of people, so we had been looking forward to the camaraderie and we were not disappointed.

While we created a tentative itinerary before we left, we had only one 'must' stop: the island and town of Rhodes (former home of The Colossus). It was a goal of several crew members to see the ancient fortresses and castles left behind by the Knights of St. John following the Crusades, circa 1300 AD. Once that was behind us, we made each day's plan each morning, electing to: (a) stay where we were another day; (b) move on to a secluded anchorage (where we would cook on board); or (c) move on to a harbor or village to re-provision and/or enjoy the delicious and inexpensive food from the ubiquitous *tavernas* (outdoor cafes).

We didn't do any passages longer than 50 miles and we never left Greek waters. We anchored out four nights and Med-moored in harbors eight nights at various locations on seven islands. Staff of the charter company (Kavas) told us we would need to check in and out at each harbor with the Hellenic Coast Guard, but Rhodes was the only place that seemed interested in handling the trans-



action, and we eventually stopped trying.

Our ignorance of the Greek language was no problem, as everyone at the charter company, in the markets and in the *tavernas* spoke useful English, as well as other European languages. Most signs, menus, directions, etc., were also multilingual. This was good news, because our ignorance of the Greek language was not for lack of trying. It just has zero resemblance to anything we've ever heard or seen, e.g., "yes" translates phonetically to "neh," and "no" to "ochee." The old lament: "It's Greek to me" took on a new clarity.

This was our first experience Med-mooring, a tradition which dictates that all boats, from large ferries to sailboats, drop anchor well-away and back up to the concrete or stone quay (normally in a crosswind). You then take two stern lines ashore, and adjust the anchor and stern lines to hold the boat in place and off the quay in case of surge or wake. Most boats have a gangway for going ashore, and an open transom is a big benefit. Our boat was also equipped with side-by-side helm stations, making for an unobstructed trip from companion-way to gangway.

Our first attempt at Med-mooring was in the busiest harbor we would visit: Symi. There may have been 30 or more recreational boats Med-moored, with a big space kept clear during the day so the ferries from other islands could come and go. In any given hour during the day,

three or four boats were getting underway, and three or four were arriving. I felt that the opportunity for fouling anchors was huge, and would be a problem, but in fact, we only saw a few occasions during our two-week trip where someone picked up (or was trapped by) someone else's anchor.

Once we were settled in at Symi, Robin, my wife, and I, decided to stay aboard to keep an eye on the mooring action while everyone else went ashore for lunch. Finally, all the nearby space filled up leaving about four feet between us and our neighbor to starboard, and zero feet between us and our neighbor to port, so we went ashore for about 30 minutes. When we returned, there were two new arrivals shoehorned in between *Alexandros* and our former neighbor to starboard. Unbelievable!

One of our new neighbors, Johann, explained the technique in his German accent: "Vell, it's a little bit sexy: you smear oliff oil on der hull, and just ease her in gently. Everyone gets squeezed a few centimeters up and down, and here's your space." Afterward, if necessary, you adjust some stern lines, and of course, have a cigarette. Actually, it's the dozen or more fenders on each boat which provide the lubrication rather than olive oil. In the USA, few people would intentionally infringe on someone else's space, or touch their boat without being invited. But in Europe they apparently don't have the luxury of that much personal space. I understand that when the quay is full, new arrivals start a second tier, rafting to the first, and using the first tier for access to shore — no permission asked or expected.

Having said that, most other harbors we visited were small, quaint, and had little traffic. The weather was very warm, including the evenings, and warranted frequent swimming in crystal-clear water that was in the mid-to-upper 70s. Every day was sunny (never saw a cloud), with most days a little hazy. Winds were mostly out of the northwest, with speeds from 0 to 40 knots, but mostly 20 to 30. We had two days of motoring with no wind, a few hours of

pretty brutal motoring upwind into 30 knots and a short-period with six-foot wind waves. Mostly, though, we had very fine, warm, sporty sailing. I understand the conditions just described are not necessarily the norm.

We were constantly reminded of Southern California's Channel Islands by the appearance of the Dodecanese Islands, as they are arid and steep-to. Arid enough, in fact, that many islands had a very limited water supply, receiving their water by the weekly water boat. We were a little surprised by the apparent lack of wildlife. We saw two very small pods of dolphin, maybe a total of 25 gulls, and three or four varieties of fish.

Piloting was simple, with the exception that most places have multiple names and variant spellings that don't necessarily match between different charts and the Coast Pilot. This is a result of a very long history under a great many cultures, plus dissimilar alphabets.

Our only mechanical problem occurred upon starting the engine to enter the harbor at Khalki: no cooling water. We shut it down, tacked upwind into the harbor, and were able to sail onto a dock with enough space to side-tie, at least temporarily. Upon inspection we found a split hose and trashed raw-water impeller. We replaced the impeller with an onboard spare, and cut a few inches off

Meet the motley crew. Front row, left to right: Carl, John, Robin, Catherine and Robert. Back row: Lynn, Dale, Bill, Ginger, Jessie and Gwen.



JOHN & ROBIN BOUSHA

the hose, but still couldn't get water circulating. Next, we put the word out in the oh-so-sweet-and-beautiful village of Khalki that we needed a mechanic. A few hours later an engineer from one of the

WORLD OF CHARTERING

ferries showed up. He determined that the above-waterline raw-water strainer had a crack in it, ruining "the suck." He produced a little silicone to patch it, primed the system from the top down, and *voila!*

He spent about an hour on the project, and told us to pay what we thought was fair. Although our charter agreement disallowed repairs without prior approval, they promptly reimbursed us the 20 euros we paid him.

Just getting to Greece and back from the Left Coast took a great deal of time, energy and money. However, we had a fantastic time — the scenery, history, sailing, people and villages were wonderful.

— *john & robin bousha*
king harbor

John and Robin — Thanks for your informative report. We're certainly not experts on Aegean sailing, but it's safe to



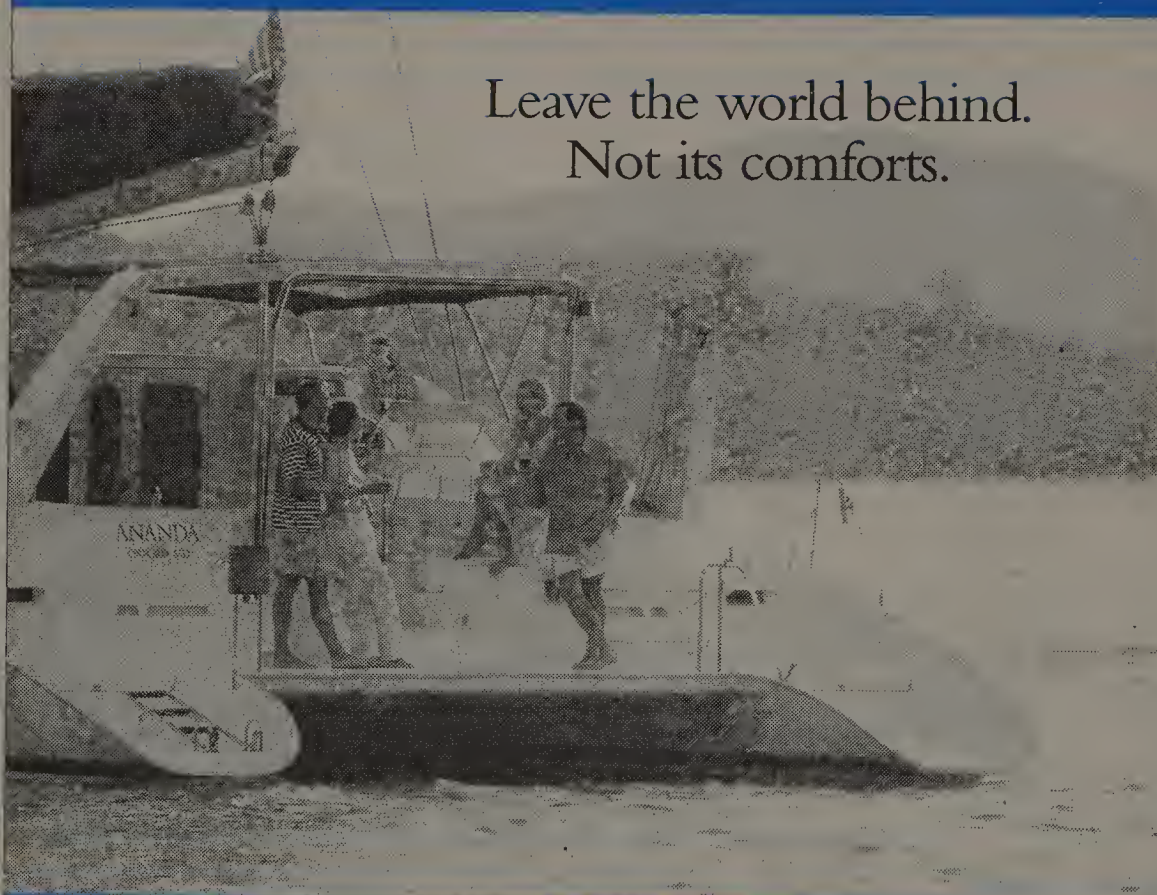
The marketplace in old-town Rhodes bustles with energy. At the top of the cobblestone street is the historic Mosque of Sullyman.

say that in August you are much more likely to see 30 and 40-knot winds — as well as much higher air temperatures and many more tourists — than you would during the 'shoulder seasons', May and early June, and late September and early October.


As for booking with a foreign firm with no U.S. representation, all we can say is we're glad the gamble paid off for you. However, one of the strongest arguments for booking with U.S.-based companies is that if there are problems you can seek recourse on U.S. soil. Consider also that the folks who work in long-established U.S. offices such as Sunsail, The Moorings, GPSC and Albatross guarantee a standard of service and boat maintenance and are ready to stand behind that guarantee. These companies thrive on repeat business, so they have a very strong interest in making sure that the boat and service you receive is as advertised.

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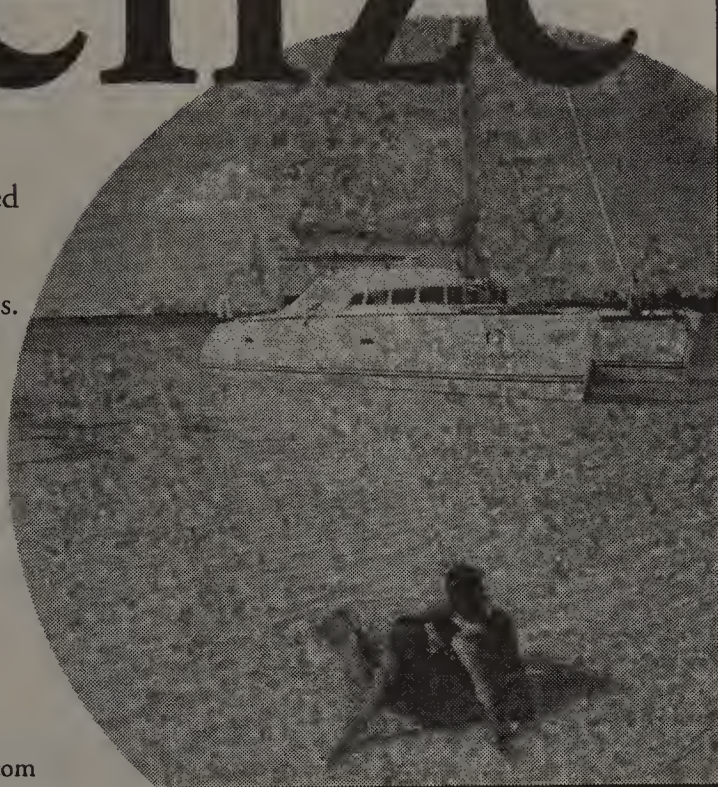
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CHANGES

With reports from **Juanona** on the passage from Bermuda to the Azores; from **Örnaerie** on a rough passage through the Frisian Islands in the North Sea; from **Mantra** on getting hit by lightning in Nicaragua; from **Reflections** on seldom-visited Mopelia; from **Icarus** on wintering in Gaeta, Italy; from **Pilar** on the Ne-Ar-Ne Water Festival in the Philippines; from **Kiapa** on passages from Mexico to Hawaii and Hawaii to French Polynesia; from **Neverland** on summer cruising off La Paz; and **Cruise Notes**.

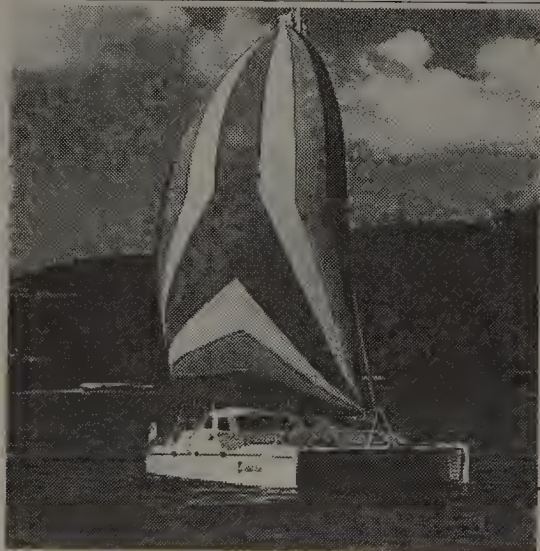
Juanona — Norseman 400 Cat Max & Lynnne Fletcher Bermuda To The Azores (Orrs Island, Maine)

Our timing in Bermuda was fortuitous. A group of 16 yachts had left for the Azores a week before, and 14 had turned back after 200 miles because of gale force winds. The two boats that kept on suffered substantial damage. So when we arrived in Bermuda, there was a big contingent of boats watching the weather and getting ready to head east again. We met some great folks in the group, and hooked into their radio nets. After topping off our fuel jugs — since the 1,800+ mile trip would take us into the light winds of the Azores High — we were ready to go.

On June 9, the weather charts indicated a period of good weather, so we took off. After motoring overnight, the wind filled in and we had a sailing breeze almost the entire way to the Azores. We gradually worked our way northeast, but after a week scurried south when we learned there was a significant low coming in from the west. The low brought winds to 35 knots, but it wasn't bad because it was from aft. We enjoyed traveling in the company of many other boats, and checked in with the net three times a day to compare positions and weather.

The net 'DJ' was Mike, an entertaining South African aboard *Gilano*. We were surprised how mesmerizing the net could be. By the end of the trip, more than 20 boats scattered across the ocean were checking in. We ended up having the fastest passage — 13 days — of anyone in our group. It was a good thing for us, for

Max and Lynnne's Norseman 400 is a sistership to the catamaran in this photo. She was the fastest boat in the group to the Azores.



the wind blew out of the east as we approached Flores, and would have stayed on the nose for a week. We made port before the worst of it hit, while friends struggled in days later.

Flores is one of the loveliest islands anywhere, with flowers — particularly hydrangea — growing wild everywhere. In fact, the island is literally covered with them, as they form 'walls' between the fields. We took some hikes along the western side of the island, walking past magnificent volcanic peaks, waterfalls, rocky outcroppings — and fields of hydrangeas. We came across a water mill on a stream where an old man was grinding corn with a big stone wheel — as had been done on the spot since the mid-1800s. After making Lynnne give him a kiss, he proudly showed us the simple yet elegant machinery, and then sent us off with a bag of finely ground cornmeal.

Hearing of a 'miracle healer' in a nearby town, we hitchhiked there and found her. She was a hunched over woman in her 70s, dressed all in black, with facial hair covering her chin, and wearing glasses. She could have come out of a Grimms fairy tale. She worked on Lynnne's back, massaging it in exactly the right spot and manner. After a repeat visit, it was clear that she'd done some good.

The people of Flores were incredibly welcoming, starting with the Customs officer who apologized for our having to check in with Customs! He took me by the arm and said that if we needed anything or had any problems, to see him. Then we learned about a woman in town who did yachtie laundry — for free! We toted three bagfuls from our ocean crossing, and found them washed and folded the next day.

One day the Westsail 43 *Fiona* pulled in flying a Cruising Club of America burgee. Since we're also members, we went to visit. It turned out to be Eric Forsythe, who recently won CCA's Blue Water Medal for a remarkable voyage to Antarctica. He was off on another circumnavigation via Antarctic waters, with two young guys as crew.

— max & lynnne 10/01/02

Örnaerie — Rassy 31 Ivan Rusch The Frisian Islands, North Sea (Moss Landing)

After taking up ocean sailing two years

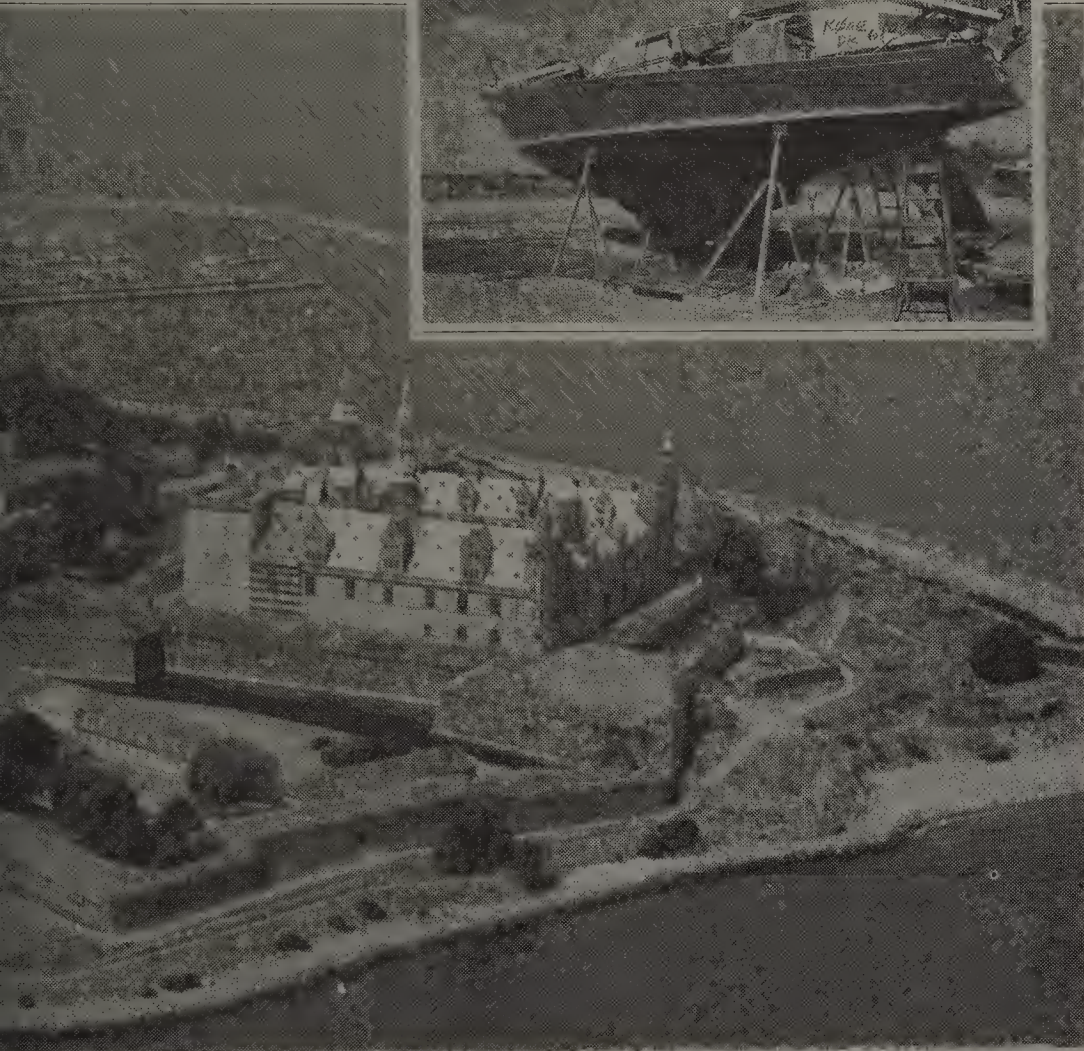


ago at age 75, and after sailing 10,000 miles from Moss Landing to Denmark in 2000, I spent 12 months singlehanded in Danish waters. Then in August of this year, I headed south from the beautiful Danish islands of Langeland, Fyn, and Aerø, and exited the Baltic Sea through Germany's Kiel Canal bound for the Netherlands and the English Channel. As I exited the Kiel Canal, the North Sea was to my right and the Frisian Coast of Germany and The Netherlands to my left. The difficult trick — especially for singlehanders — is to get past a 115-mile long string of 11 elliptical-shaped islands just offshore of Frisland. That the North Sea can be rough is but one of the problems, as these poorly charted shallow waters are over a shifting sand bottom.

In 1903, Erskine Childers wrote the classic *Riddle Of The Sands* — a book which has never gone out of print — set in these difficult waters. On page 104, he describes the Frisian coast thusly: "Plenty of local galliots sail the area, but strangers are limited to an occasional foreign yacht which gropes in at one of the gaps between the islands looking for shelter from bad weather and is previous lucky to get in safely."



ALL PHOTOS COURTESY ÖRNAERIE



Spread; The Kronborg Castle marina at Helsingør, Denmark. Inset left; The indomitable Ivan. Inset right; 'Örnaerie'.

In the challenge that lay ahead for my boat and I, some of her cruising gear was vitally important to keeping her from being broken up on some reef. She is equipped with most every piece of equipment necessary for singlehanded cruising, such as a Raytheon ST1000 Tillerpilot connected to a Sail-o-Mat 601 self-steering vane, radar, a four-prong anchor, and solar panels — but what really saved us was her Yanmar diesel, VHF radio, Garmin GPS, Furuno depthsounder, two radar reflectors, and a huge amount of precious luck.

Here's how the problems developed. After leaving Cuxhaven near the mouth of the Elbe River, I planned to daysail the 115-mile stretch of hazardous water. Such a plan is fine as long as no storms develop. A storm did develop, of course, so I went to duck behind Norderney, the fourth island, with daylight helping me find a very narrow channel marked by a combination of red and green buoys — in Europe, it's 'red, left, returning'. The muddy sand embankments were marked by tall, thin birch trunks with branches

— making them look like witches' brooms.

I stayed behind Norderney until the weather eased up. Shortly after I continued west again, but I was slowed, this time by even stronger wind and building seas. My goal was the west end of Ameland, the eighth island. My little sloop and I didn't make it until after midnight, at which point I started the diesel, dropped the sails, and relied on the GPS and depthsounder to hold my boat in a fairly safe position. Unable to find any channel markers, I needed either help or daylight to find flat water in which to anchor. So I put out a call on Channel 16.

To my surprise, I got an immediate response from a person saying that they had me on radar, that I was in a bad spot, and that they would send a boat to help. About 20 minutes later, a bright orange 20-ft inflatable pulled alongside and one of the three men jumped aboard my boat and said he would steer me to safety. Then he said

that it would take eight hours! I balked at the plan, and became suspicious when he asked me for information about my insurance coverage. This wasn't the Dutch Coast Guard after all!

I told the guy that I didn't have any insurance — and didn't have any money, either. I was later warned about scams such as this, where insurance companies are milked by people who create very expensive rescues. I nonetheless thanked the fellow profusely, as he gave me a good heading to an anchorage before jumping back onto the inflatable. Once I got the hook down, I slept for four hours.

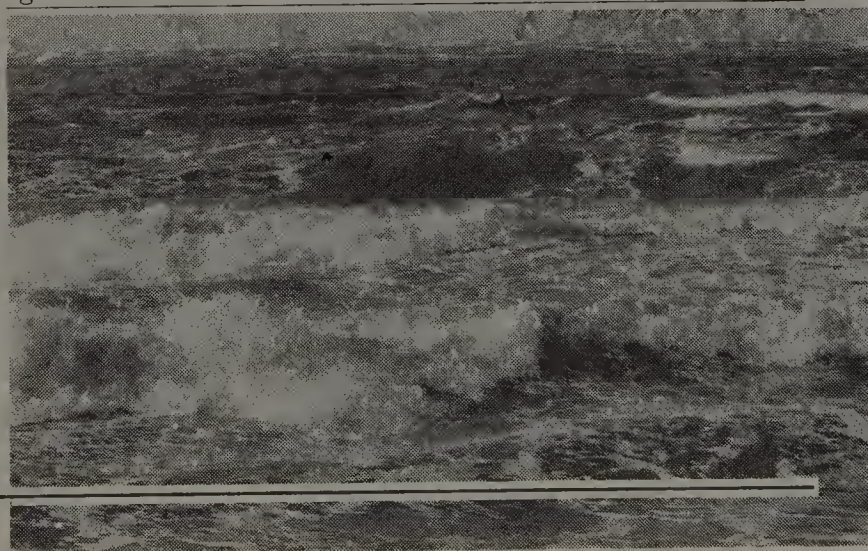
When I awoke, I was unable to get my anchor loose. Ultimately, I called for help again, and this time the real Dutch Coast Guard responded. They were young guys who were professional and very friendly. Together, we managed to yank the anchor up. (Since then, I run the rode to a primary winch in the cockpit.) I was then shown the way through a marked channel to the picturesque town of Nes.

After three days of rest and with the onset of better weather, I set sail for Vieland, 15 miles to the west. Daylight saw me arriving at a little marina, where I was advised to sail via Harlingen and some tricky channels to a lock leading to an inland lake, where there was uniform depth and no tides. I did as they recommended, which brought me south to within 50 miles of Amsterdam, and thus out to IJmuiden on the English Channel. There I found a marina, and quickly crashed to get some badly needed sleep.

— Ivan 10/5/02

Mantra — Kantola 42 Trimaran Buzz Mitchell & Penny Bracken Hit By Lightning (Napa Valley Marina)

After two months at anchor in the protected river estuary at Bahia del Sol, El
The waters of the North Sea off the Frisian Islands are shallow with many shoals, and there are frequent storms.



CHANGES

Salvador, we put our trust in our river guide Santana to lead us over the sandbar, through the breaking surf, and into the open Pacific once again. During the course of our stay, I had often accompanied Santana as he escorted boats in and out, and had gained great respect for the power of the ocean and Santana's skill as a guide.

On May 29, a trio of cruising boats braved the bar to begin passages south to Costa Rica and beyond. In addition to our *Mantra*, there was a French family — Laurence, Christian, and six-year-old twins Theo and Isis — aboard their Voyage 38 cat *Volantis*, and Allan and Liz Warman from Oregon aboard the Bentley 38 monohull *Solainte*. After 12 hours, we reached the Gulf of Fonseca, where the borders of El Salvador, Honduras, and Nicaragua converge. Since it was now the rainy season, the gulf was littered with logs and floating debris. That, along with the hundreds of fishing nets, made for anxious sailing.

We anchored off a remote village on Isla Conchaguita, and were greeted by many small children who paddled out in little dugout canoes, using flipflops on their hands for paddles. Not many cruising boats stop here, so we were a novelty. We passed on gifts of toys, baseball hats, and candy — only to have the kids reappear early the next morning wanting even more.

After a couple of days, we carefully worked our way through the logs and nets of the gulf out to open water. All three boats had great sailing that day, and made good headway to Costa Rica. With nightfall, however, came continual lightning in the distance and rain squalls. We prepared by reducing sail and getting ready for 12 hours of darkness. We were sailing along at 8 to 9 knots, when we snagged a

Penny and Buzz cling to the transom ladder of 'Mantra' in November of '01 while they were in the Sea of Cortez as part of their current cruise.



LATITUDE/RICHARD

fishing net and buoy. We didn't even realize it until we saw the buoy being dragged. We got the sails down and luckily we were able to cut the buoy loose — just before a big squall with gusts to 40 knots hit from all directions.

Continuing under power, we snagged another net — this time wrapping the line in the prop and killing the engine. Not wanting to sail while dragging the heavy load underwater, we laid in our bunks, allowing *Mantra* to drift, while the storm blew over. It was still raining and the sea raging when Buzz dove beneath the boat with a flashlight and knife to free the rope. It would have been a stressful night even if the autopilot hadn't shorted out. We maintained radio contact with the other two boats, which were having their own problems.

All of us were exhausted and in need of rest the next morning, so we pulled into Nicaragua's 'No Name' anchorage' at 11°30'47"N, 86°18'17"W — but not before we snagged one more fishing net. The 'No Name' didn't offer protection in the conditions we had, so we knew we wouldn't get much rest. Nonetheless, we hunkered down for an uncomfortable night, knowing that Costa Rica was only 35 miles away.

By 2 a.m., it was raining heavily and there were lightning strikes all around. Suddenly there was a flash of white light and a loud crack — we knew *Mantra* had been hit. Neither of us were hurt, but the digital oven timer went off and the Heart Inverter began to display erratic readings. Just then Allan on *Solainte*, which was anchored just 100 feet away, called to report they had taken a direct hit down the mast with lots of sparks inside. The lightning bolt had destroyed almost all their electrics and electronics. The good news was Allan and Liz were unhurt, and that both our anchors were holding.

Unable to see the catamaran *Volantis* in the rain and dark, we hailed them on the radio but got no reply. Finally, a voice on the radio reported that their anchor had dragged and their 38-ft cat was being pounded on the beach by breaking waves. I won't report the whole story now, but there were many miracles for the French family that night. With the help of local fishermen, many people on the beach, and the bravery and expertise of Allan and Buzz, *Volantis* was kedged off the beach at dawn five hours later.

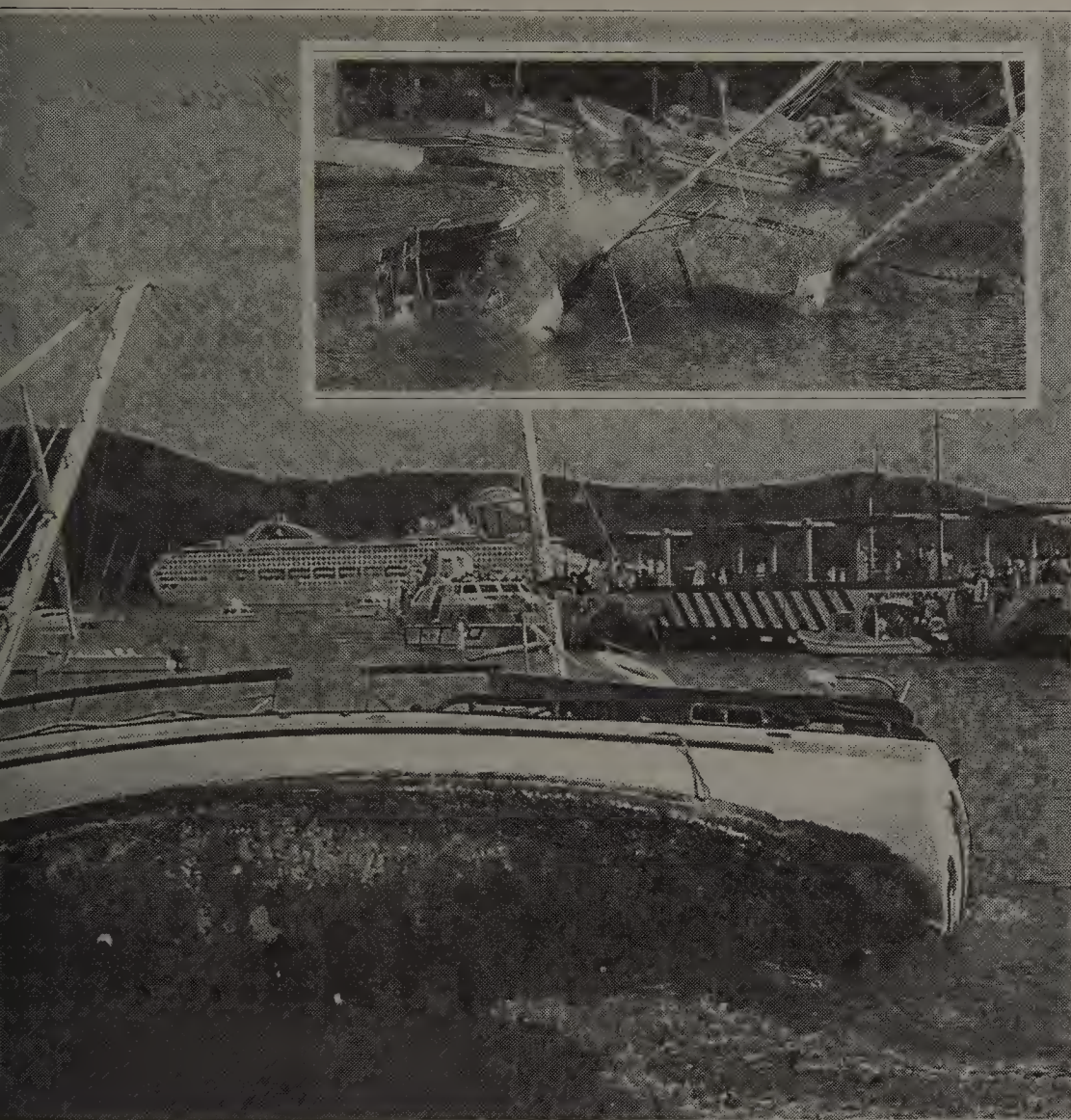
Exhausted as we all were on the morning of June 5, it was an easy decision to weigh anchor and get to Costa Rica. When we arrived, we were welcomed by the crews of *Baggywrinkle* and *Elskan*. It

When tropical storm 'Julio' rolled through Z-town in late September, the Long Beach-based 'Freedom' — which appears to be a Cheoy Lee Clipper 36 or perhaps a Mariner 35 — was unattended and went aground on the beach near the muelle. There was an unconfirmed report that the person watching after the boat had split before the storm in a dispute with the owner. In any event, weeks after the boat had gone ashore, the Port Captain still hadn't been able to locate the owner. An attempt by the Port Captain to pull the boat back into deeper water failed. Both photos by Wayne Warrington.



wasn't until we were safely anchored in Santa Elena Bay that the reality of what had happened began to sink in. We discovered that our alternator and charging system were no longer working. Allan and Liz lost so much equipment that after a few days of rest they decided to return to Barillas Marina in El Salvador, leave their boat, and return to the States to get replacement gear. The French family was happy that their catamaran suffered nothing more than a small hairline crack in one of the keels — after taking such a pounding! As for us, we were just happy to be in Costa Rica and safely anchored in a beautiful bay. Our senses were filled with the lush beauty of the jungle, green once again from all the rain, with the sounds of the howler monkeys and macaws, and the sweet smell of plumeria.

As we write this in late July, the lightning strike seems so long ago. Our charging system and autopilot are back in the States being repaired. The crew of *Solainte* is still stateside, but due to return soon. *Volantis* is on their way to Puntarenas to haul out to complete repairs. Meanwhile, Buzz has been having a great time renew-



ing old friendships with people he knew from his cruise here with *Mantra* 30 years ago. The Bragg brothers — Mike, Roy and Rusty — who settled here three decades ago, have made good lives for themselves. They own the marine store, two restaurants, and two fish processing plants. We also hear that Bahia del Coco is in the final stages of approval for a 350-slip marina and fuel dock. When completed, it will be a much needed marine facility for northern Costa Rica. Our plans — which we make up as we go — is to continue south and transit the canal in January, then settle on the Gulf side of Florida by hurricane season of 2003.

For those not familiar with the history of *Mantra*, Buzz Mitchell, Billy Canty and Jay Halvaty began construction on her in the late '60s at Marina del Rey, and didn't finish for four years. Their cruising dreams eventually took them to Mexico and Costa Rica, where they spent much time buddyboating with the vintage Alden schooner *Dauntless* — featured on the May 2000 cover of *Latitude*. Fate took a turn while they were in Ecuador trying to get permission to visit the Galapagos, as

all the sails and lines were stolen from the *amas*! This happened during their first night on the hook, with six people and a dog onboard! They had to use the cruising kitty set aside for continuing to New Zealand to have replacement sails and and lines shipped down from the States. After spending several months exploring inland Ecuador waiting for the new sails to arrive, they spent five months in the Galapagos and then returned to the States.

Shortly after the trio's return, Buzz bought out Billy and Jay's share of the tri. He did the first retrofit at the infamous 'Ranch' in Camarillo, where many a multihull has been built and/or restored. That legacy continues. In the '80s, Buzz chartered *Mantra* out to the Channel Islands National Park. *Mantra* spent most of the '90s in

the Bay Area and the Delta while we lived in Santa Rosa. In 1996, the commitment was made to prepare the tri for a cruise south and our eventual move to Florida. Four years were spent on the hard at the Napa Valley Marina in preparation for our big sail away in 2000. *Mantra* was relaunched in May of 2000, and we cut the dock lines on August 1 to start our adventure.

— buzz & penny 8/24/02

Reflections — Esprit 37 Gene & Sheri Seybold Mopelia, French Polynesia (Stockton)

[Continued from last month.]

Bora Bora was to be our last stop in French Polynesia before heading on to the Cook Islands, but after listening to Ricardo, Isabel, and their son Ricky — our Spanish cruising friends aboard *Cypselia* — talk about Mopelia Atoll, we decided we couldn't pass it up. The small atoll is about 120 miles west of Bora Bora.

Very few boats stop at Mopelia, and it didn't take us long to figure out why. *Charles' Charts of French Polynesia* describes the pass into the lagoon at Mopelia as one of the trickiest in Polynesia, saying that it's only 90 feet wide and always has an outflowing current of between four to six knots. We're pretty sure that Charlie has never been to Mopelia, because if the pass is any wider than 45 feet, we'll eat the coral reef! Transiting the pass reminded me of the way I felt the first time I landed an airplane — so needless to say, it was a 'white knuckle' experience. We only saw about three knots of current opposing us, but it seemed as though it took an eternity to get through the pass. Sheri said she felt some light sprinkles as we went in — I later explained that it

The Seybolds weren't the only cruisers who strayed from the well travelled path to visit — and thoroughly enjoy — Mopelia.



CHANGES

had been sweat squirting from my brow!

What we have found on the inside of the pass has made it all worthwhile. There are only about 25 or 30 people who live on Mopelia, and since very few cruising boats come by, they are extremely friendly to visitors. In fact, I think the folks on Mopelia are the most generous, helpful, and friendly people we have met anywhere.

On our second night at Mopelia, they took all of us cruisers to the reef to hunt for lobster. We didn't get any, which they attributed to the fact that the full moon had passed a few days earlier. But we did find a perfect and somewhat rare shell — a textile cone — on the dive. We always handle cone shells carefully because they can be dangerous if they sting you. In fact, some of them are deadly. When we got back to the boat, we looked the shell up in the guidebook — and learned that the textile cone is one of the most deadly of all shells. I would never pick up a rattle-snake, so what was I doing picking up a shell that could kill me?

On our third night here, the locals invited the cruisers from all eight boats to dinner. They served us a great meal with turtle as the main course. We know that turtle is an endangered species, but it seemed all right because the locals live a subsistence lifestyle on Mopelia. Bora Bora, for example, gets two supply ships each day, while Mopelia is lucky to get one a month. So the locals have to live on fish and other food they can pull from the sea. They told us that one turtle has enough meat to feed everyone on the atoll for a month. Frankly, we don't believe they are having a big negative impact on the turtle population.

It was the first time that we'd eaten turtle, and we now understand why it's endangered — it's delicious! We wouldn't have known that it wasn't beef. They

Since Mopelia has very few natural resources, the residents have learned to live the simple life, and to make the best of what little they have.

served the turtle BBQ'd and in two types of stew. We were also served fish, rice and *poisson cru* — which is raw fish in coconut milk. We cruisers brought the desserts.

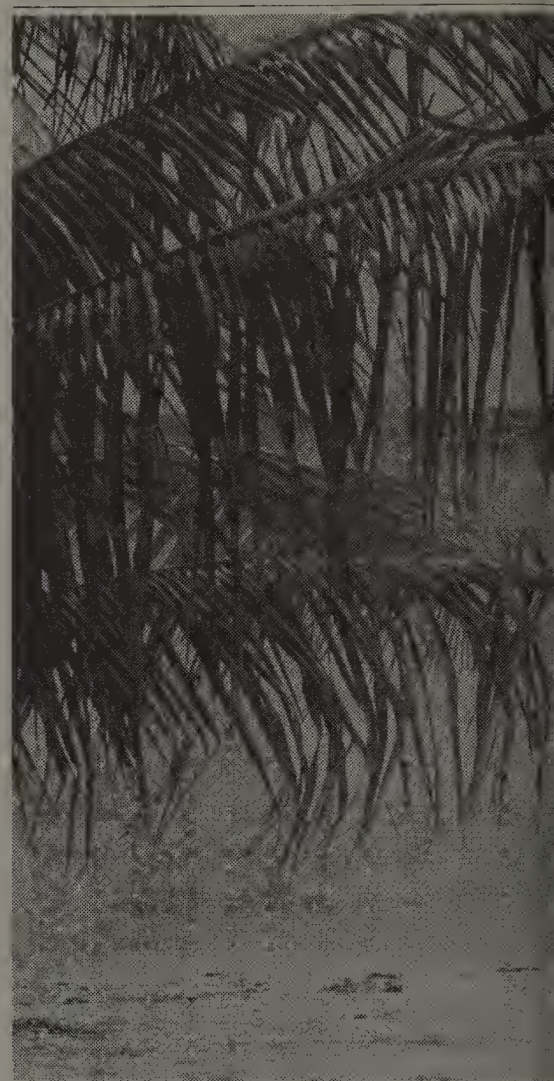
The locals came by the next morning to take us spearfishing outside the pass and snorkeling on an 80-year-old WWI German ship that had run aground and sank near the atoll. After everyone shot a few fish, we dove on the wreck. Although most of the ship is gone, there are still many remnants, including the engine crankshaft, driveshaft, a couple of huge anchors, brass shell casings — and the heavy anchor chain that must have been launched in a last ditch effort to keep the ship off the reef.

When we returned to the beach, we were once again invited up to one of the houses for a 'drink'. Teka, one of the locals, grabbed a long stick and knocked down a bunch of coconuts. He quickly hacked one end off each coconut, and soon we were sipping through straws. Later that day, John and Amanda Neal, the famous authors, lecturers and world cruisers with the Hallberg-Rassy 46 *Mahina Tiare*, arrived with six charter guests. That night we had a big BBQ, cooking all the fish we'd speared. After dinner, our Spanish friends on *Cypsela* brought their guitars ashore and played Spanish ballads. The locals later played Tahitian music on guitars and ukuleles.

We also shared bottles of wine and assorted liquors — as well as what the locals call 'local beer'. When I asked how they made it, they told me "water and God". But I could smell the yeast in it. One of the other cruisers warned me not to overindulge in the 'beer', as he said we'd get a hangover we'd never forget. He was speaking from experience. But what a memorable night.

The next morning we were invited to yet another house for coffee. After some coffee, Tamare gave black pearls to each of us! The people of Mopelia are very special. The locals love reggae, so I made a couple of CDs to give to them. I had done this elsewhere, but never had it been so appreciated. The Mopelians said music is very important — as it keeps them from going crazy.

Tomorrow, the locals are taking us back out to the pass so we can scuba dive at four knots through the pass. Needless to say, we love this place. Part of me wants to dig a trench in the beach and park *Reflections* there for eternity, but reality tells me that we have to leave in a day or so. When we finally tear ourselves away, we will head to Rarotonga in the Cook Is-



lands, Niue, Tonga, and hopefully Fiji to visit with our good friends Jim and Kioko on *Also II*. By then it will be time to head south for the southern hemisphere summer to avoid the tropical cyclones.

We have finally decided that we will be spending the southern summer in New Zealand. It wasn't our original plan, but plans change out here. Once in New Zealand, we'll be reunited with our cruising buddies Matt and Deb on *Aeventyr*. We're thinking about renting a motorhome for a month or so to do some serious exploring of New Zealand, and to enjoy some of the America's Cup.

Although leaving French Polynesia will be difficult, others tell us it just keeps getting better. And from here to New Zealand, most people speak English. What a pleasant change that will be!

— gene & sheri 09/05/02

**Icarus — F/P 39 Cat
David & Bonnie Carleton
The Med
(Santa Fe)**

This was our fifth summer cruising the Med. A couple of years ago we felt we ought to move on, but we've kept staying. For *Latitude* readers who may have for-



SHERI SEYBOLD

IN LATITUDES

BOTH PHOTOS BY SHERI SEYBOLD



Spread; The anchorage in the lagoon at Mopelia. Inset; Chess is big on the little island — almost as big as some residents.

gotten, we bought *Ickie* in the South of France in '97, and decided to get out of the Silicon Valley madness in '98. So we sold our house in Woodside and bought one in Santa Fe, which means we've been able to spend our summers cruising the Med — while our house is rented out — and our winters skiing in Santa Fe. It's true that the sailing in the Med is terrible, but we love the depth of the history and culture. We also enjoy the food and the people, and the diverse sailing community. During the past four winters, we've left the boat in Gib, Palma de Mallorca twice, and Marmaris, Turkey.

We started cruising in May this year by sailing to the Cyclades of Greece — Rhodes, Tilos, and Astypalia. We then went around Peloponnese for the first time — by boat and car — and loved it. Next we travelled up the Ionian to Zakynthos, Ithaca, Meganisi, Levkas, Paxos and Corfu. By late June we were at Dubrovnik, and spent six weeks cruising the lower half of the Adriatic to Mali Losinj. Some friends sailed all the way up to Venice. Over the Fourth of July there was a fun

cruiser rally with 30 boats at Starigrad on the island of Hvar. On August 13, we crossed over to Vieste on the east coast of Italy, and slowly harbor-hopped our way down and around the boot of Italy. Having already been to Sicily a number of times, we skipped it to continue up the west coast of Italy. We hit the Amalfi coast and even anchored off Capri — just south of Naples — for a couple of days. We also visited Ischia, Procida and Ponza before pulling into Gaeta, which is where we'll be wintering over.

It was a tough decision between wintering over in Gaeta or at the huge new Porto di Roma Marina, which is just 15 miles from Rome at Ostia. Porto di Roma was about 50% less expensive, but we decided that having a nice town like Gaeta right outside the marina gates was more important. Lots of cruisers are going to Porto di Roma this year,

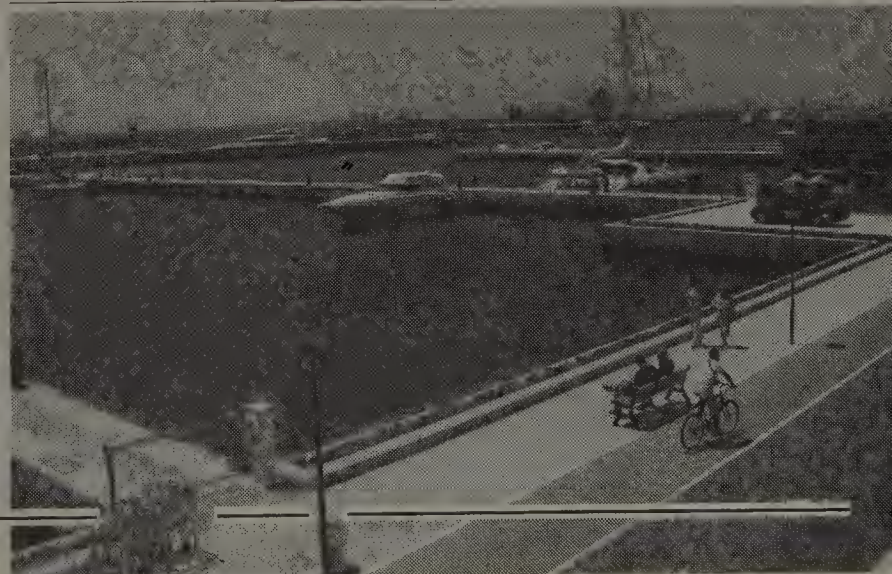
however, as there's been a lot of discussion about it on the Med Net.

For those considering a cruise in the Med and having the boat winter over, Gaeta has been one of the most popular spots for the last four years. To begin with, the physical surroundings are beautiful — with a large bay, high mountains, and very good beaches close by. The harbor outside the marina provides a safe anchorage during unsettled weather, so if you can't get into the marina or just don't want to pay for a slip, it's a good place to ride out a blow. The anchorage is right in front of town and there is a safe place to tie your dinghy, so it's easy for grabbing a *Herald Tribune* and some provisions.

Base Nautica is the name of the terrific marina, which has been run by the same Italian family for 37 years. Anna is the main contact with the cruisers, and her brother Luca runs the yard. In previous years, Anna has helped organize an Italian class and is very eager to do what she can to make everyone happy and help them appreciate Italy. In addition to the usual swap library, she has developed an extensive tourist library. They have a community room with a fireplace — and even provide the wood!

Folks who have been in the U.S. Navy probably know that we've had a naval base in Gaeta since the end of World War II — in fact, it's the headquarters for the Sixth Fleet. There are two gun metal gray eight-story ships docked in the bay 300 hundred yards from the marina. Both are surrounded by five-foot high inflatable sausages, which keep any boat from being able to approach them. I guess this is in response to the *USS Cole* being blown up in Yemen by a small boat loaded with explosives. That being said, the U.S. presence in Gaeta is very low key. You see Americans around town, eating out, jog-

Many Med cruisers are wintering over at Il Porto Di Roma because of the low rates. But it's new and has more cement than it does Italian soul.



CHANGES

ging, and shopping. Although we're not crazy about this because we wanted a purely Italian experience, it does make things easier in town. The locals treat us yachties as though we live here rather than as tourists, and the townspeople could not be more pleasant. And obviously the relationship between the U.S. Navy and the town has been a good one.

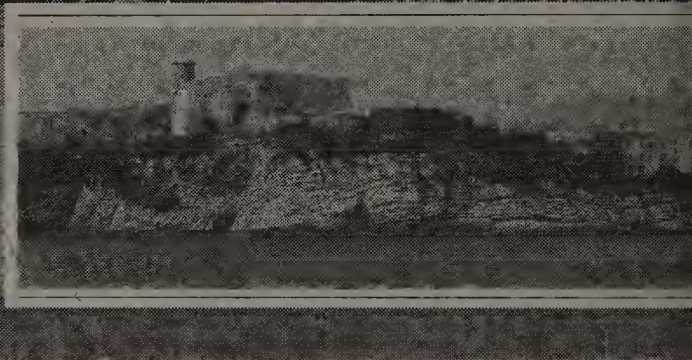
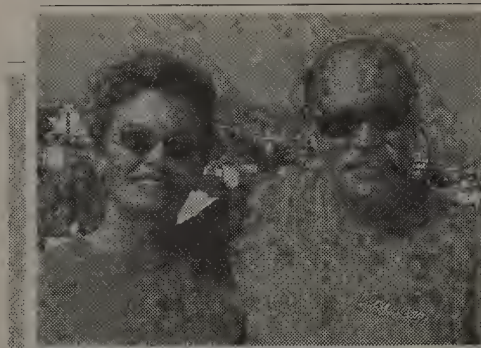
There's another benefit if you have an NTST — American or multisystem — television set, as you can get the AFN station with *West Wing*, *60 Minutes*, *Law and Order*, *The Today Show*, plus lots of other programs aimed at the enlisted man — such as sports all weekend. If you've been in the service long enough, you may get access to the PX for inexpensive U.S.-style groceries and other benefits.

Gaeta has a medieval quarter built on what was once a Roman town, and a lot of the building materials are old Roman columns and stone. Because of the U.S. presence, the townspeople speak a lot more English than is usual in Italy, which makes things very easy. There are daily open markets for fresh veggies, fruit and fish, and all kinds of shops within a five-minute stroll of the marina gates. There's a huge weekly market on Wednesdays. It's a nice size town and really Italian rather than touristy — which means no McDonalds. After less than a week, we're already on a first name basis with the fruit/veggie guy, the gelato girl, the newspaper guy, and at the coffee bar. It's a small enough town that if you know anyone, they're most likely walking the same streets as you, so you'll run into each other.

It's only an hour to Naples to the south, and 90 minutes to Rome to the north, so we'll be going both places on day trips a couple of times a week. There's a great hiking area on the hill above town, with a 12th century castle and a Roman mausoleum from 10 B.C. There are fantastic bike rides to be enjoyed along the scenic coast of the Med to the north.

Although we really like Gaeta, we gave Porto di Roma very serious consideration as well. A group of fun-loving Aussies we know negotiated hard with the new marina for group rates — and got an incredible bargain which means they're paying half of what we do in Gaeta. However, it's a large new marina that is still only half full, so it may be a one-time deal. But it's also the first time in years that Gaeta won't have a waiting list — and they may even start to lose some business.

Cruisers who decided against staying at Porto di Roma have said it's because the town of Ostia isn't so great. It's full of low-cost apartments, there's nowhere to



walk in the evening except in the marina, where everyone from Ostia comes to stroll, and other than the restaurant in the marina, it's a long way to the only two other restaurants. In other words, it doesn't have much of what makes Gaeta so great. Although Ostia is just 15 miles from Rome, it requires taking a bus, a train, and a Metro, so it's not as convenient as one might think.

If someone were going to stay on their boat through the winter and wanted a lively place to live, we'd definitely recommend Gaeta. But if one were going to leave their boat for the winter, the less expensive Porto di Roma would be the place. If one is looking for the best winter spot in all of the Med, however, that would be Barcelona, Spain. Cruisers just rave and rave about it. If we're here another summer, we'll spend the next winter there. On the other hand, it's possible we'll ship *Ickie* across the Atlantic in March of next year, when empty ships mean rates are very low.

— david & bonnie 10/15/02

Readers — We visited Porto di Roma just after it opened, and agree with David

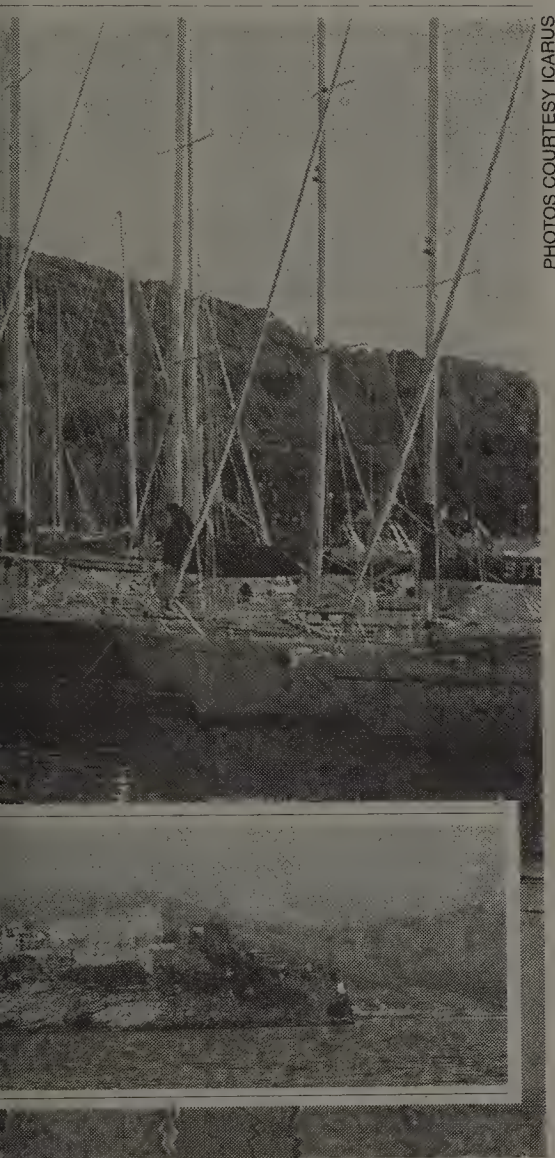
Spread and inset right; Two views of Gaeta, Italy. One from the inside, the other from the outside. Inset left; Bonnie and David.

and Bonnie that it's a fine marina in less than ideal surroundings.

**Pilar — Atkins Ingrid 38
Bill & Diane Pool
Ne-Ar-Ne Water Festival, Philippines
(Redwood City/Portland)**

If any of you are in the neighborhood of the Philippines on December 15 of this year, drop by Negros Oriental Island and join us at Port Bonbonon for the Third Annual Ne-Ar-Ne Water Festival and Fisherman's Regatta. You won't be sorry.

The Philippines, you're probably saying to yourselves, isn't that where tourists are kidnapped? Yes, but how many times have you heard stories about *mordida* and bad water in Mexico, murder in Costa Rica, thieves in Chuk, rascals in Papua New Guinea, and uprisings in the Solomons? Or even the muggings in New York City and road rage in Los Angeles? How many times have you heard people say they wouldn't go places that



PHOTOS COURTESY ICARUS

yet to come.

While looking for a safe place to leave *Pilar* a year later, we sailed to Negros Oriental Island. Upon arriving at Port Bonbonon, we found a well-protected anchorage which, because it's located south of 10° North, is considered reasonably safe from typhoons. Quiet, rural, and somewhat remote, the main draw was Nicky's Yacht Services — and his family's homey Ne-Ar-Ne Store and Restaurant. Cruisers and long-time residents assured us that our boat would be well-cared for, which she was. However, it wasn't until we returned from the States and discovered that we'd missed the first Water Festival that we began to fully appreciate the special qualities of Port Bonbonon.

Up until 10 years ago, cruisers had always anchored in front of the fishing village of Tombobo, which is just inside Bonbonon Bay. While there, a local meal and some supplies could be had at Dorothy's. Not far away were three small European-owned resorts, but tides could be a problem if any cruisers wanted to land a dinghy. Then a decade ago, when electricity and *karaoke* began attracting big fishing boats, Eric Hanquient on *Boy Willie* decided to move to the upper bay. In so doing, he became the first yacht to anchor — and stay — at Palinpinon, a wildlife preserve next to Port Bonbonon.

Despite the passing of 10 years, things haven't changed much at Palinpinon. The silence of early morning is broken only by the quick rill of fish being chased and by the rhythmic knocking of the fisherman's paddle against the hull of his *banka*. Later, the roosters crow as the children walk off to school and the nets are set along the shore. If it's low tide, the laughing women wade out, slowly nudging the mud with their toes, reaching down to collect anything that clinked when they shook their baskets. In the old days, Nicky, a fisherman born in Mindanao, would care for his infant

Port Bonbonon, at Negros Oriental Island in the Philippines. Kidnapping is only common in the southern part of the country.

daughter while Arlene would follow the older children down a path to school, selling Nicky's catch along the way. Although little else has changed over the years, now Nicky and Arlene start the day by opening up their store and preparing breakfast for visitors, including sailors. Nicky then makes the first of his twice-daily rounds of the yachts left in his care.

It's hard to say exactly when Ne-Ar-Ne began. If you asked Charlie, Eric, or Paul Collier of *Maori II* — three of the five earliest sailors to swallow the anchor at Palinpinon — they would say it began when Nicky and Arlene swam out to the yachts offering bananas or fish. Others might say it was a little later, when Bruce Greschke asked Nicky to regularly scrub the bottom of *Ewalani*, or when Charlie Kandra hired Nicky to help haul his trimaran *Legs of Mann*. Arlene would probably say it started when her Mama gave her some money from the sale of some land and Nicky used it to build a jetty so that yachties wouldn't have to wade through the mud to come to dinner.

No matter when it started, cruisers have a special appreciation for people who dare to work hard while cheerfully sharing whatever they have. Pointing to the painted names of visiting yachts — there are 85 so far — posted at the restaurant, Arlene and Nicky speak warmly of the contributions cruising friends have made: Louis Martyn on *Wayout*; Lorne Closs on *Acatez*; and John Skinner of *Naiche*, who bought beer from a cooler in the front room of their home. They were the first. Or Charlie, who donated his ship's stove to Arlene's kitchen, which she says was the biggest help. Then there were Lorne and Louie, who first bought prawns for Arlene to cook. Ninka, Thierry, and their twin children aboard *Melshor* got Arlene started in the laundry business by bringing in dirty clothes. "Oh my God," laughs Arlene, "one day there were so many clothes that the line broke!" It was also Ninka and Thierry who suggested Arlene bake the less sweet bread that foreigners prefer.

When Nicky began constructing the

you've already been, and where you had nothing but wonderful experiences? The Philippines are no different than any other place in the world, in that they are a mixture of humanity's best and worst. Once you're here, however, you'll also quickly learn to avoid anything below 8° North — and that many cruisers have found Port Bonbonon to be a very special place.

When we entered the Philippines in the spring of 1999, our initial impression was of a beautiful and lush land where the people are friendly and generous, and where dollars go a very long way. It happily reminded us of Mexico on steroids. Although we were content, the best was



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bamboo jetty in 1966, Hans Naarding on *Tawarri II* donated nylon line, as did Bruce. Soon afterwards, Friday nights were chicken dinner nights at the then new Ne-Ar-Ne Store and Restaurant located at the end of the jetty. "There was one low table made out of a narrow burl slab of acacia, around which everyone crowded," recalls Robert Weniger of *Talofa*, who arrived in 1998. Robert, who with Ron Leniston of *Tirnanog*, was a regular at Arlene's dinners, expanded the menu by introducing five kilos of frozen hot dogs and a 'pinoy' Irish coffee. As more cruisers discovered and appreciated the services provided by Nicky and Arlene, Ne-Ar-Ne grew. Mark and Ann Galli, having sold *Force 8*, provided a chainsaw as a farewell gift for the start of a coconut lumber business. Toni and Craig Renck with their daughter Sherose, financed a small guesthouse on Ne-Ar-Ne's extended jetty when they needed a place to stay while refitting *Mallemok*. Cruisers, ever-inventive, began laying their boats against the guesthouse for painting and repairs at low tide.

But it was Terry and Mary Iverson, who arrived on *Valkyrie* in 2000, who conceived Ne-Ar-Ne's first Water Festival and Regatta. Visualized as an activity to bring locals and foreigners together for a day of fun, with the focus on Filipinos and not cruisers, the event was a huge success thanks to the participation of Co Webb on *Bronwen*, his Filipina wife, Margarita, and Ron. The sailing and paddling races for the local boats were held over a two-day period. All entrants got a free meal and prizes were awarded to the winners. With *Valkyrie* gone the second year, Ron Leniston rose to the occasion again. Events were added, prizes were increased, and it was decided to serve the meal after the races. Terry and Sandy Sargent of *Valhalla* sponsored the sailing races; Paul and Susie Collier of *Maori II* sponsored the Men's Paddling event; Bill and Sylvia

Goodwin of *Vivace II* funded the Women's Paddling, while Bas and Ros Dolken of *Spirit of Wychwood* oversaw the Children's Paddling. Ron also initiated and judged the Beauty Queen and Talent event, a noble and unselfish gesture, and extended his generosity to sharing sponsorship of the volleyball tournament with Enrique of *Borna Quatro*. The contestants' meal was sponsored by almost everyone in the bay, including Eric, the original cruiser here, his partner Bing, and Art — the only resident that didn't arrive on a boat — and his wife Jelly.

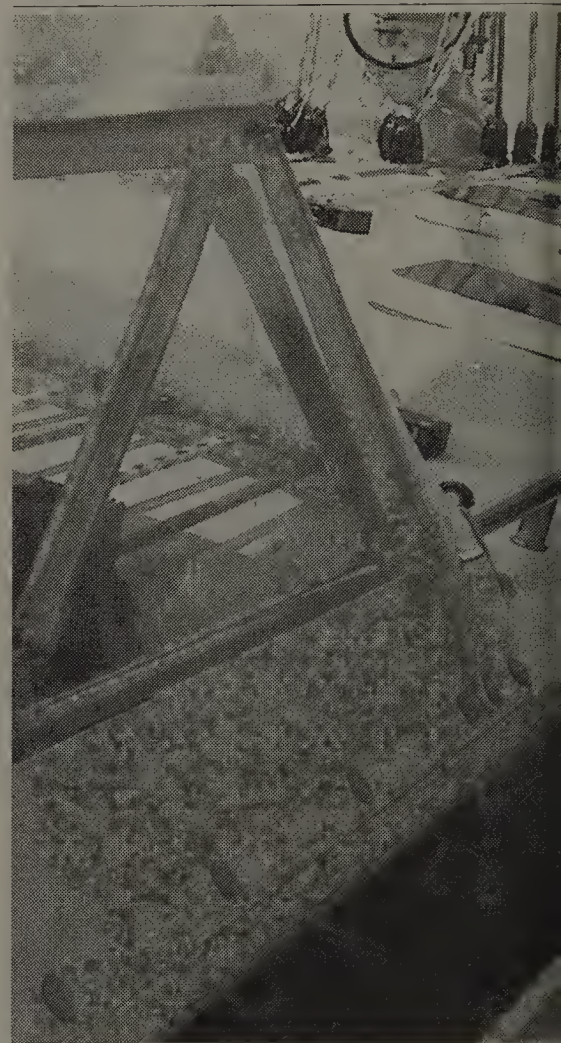
Words can't properly describe what wonderful fun the Ne-Ar-Ne Water Festival and Fisherman's Regattas have been, so you'd better come and see for yourself.

— bill & diane

Kiapa — Santa Cruz 52 Pete & Sue Wolcott Corrections And Update (Kilauea, Hawaii)

We're sitting just a few yards off the dock of the Bora Bora YC enjoying a cold Hinano and indulging in our first *Latitude* — thanks *Raven* and *Santana* — since leaving Hawaii in mid-June. Imagine our surprise to read in the August issue that "friends of Peter and Susan Wolcott . . . tell us it took them 21 days to sail from Mexico to Hawaii." Twenty-one days! It doesn't sound like something a friend would say, but rather a J/Boat dealer to a prospective J/160 customer. We actually had a glorious passage, managing the 2,805 rhumbline miles in 16 days. We didn't have any white sails aboard that could be poled out, so we ended up sailing 3,449 miles — at an average of nearly 9 knots. We would have been a little faster but there was too much wind at night for the kite while doublehanding in cruising

Palinpinon — home of Nicky's Yacht Services, the Ne-Ar-Ne Restaurant, and the Annual Water Festival for local fishermen and cruisers.



mode. We did lots of jib-reaching in the windy second half of the trip, lazily jibing through 90+ degrees!

We only had to use the engine for a few hours — and most of that in the last few miles to ensure that we made it in time for a cheeseburger lunch on the beautiful waterfront in Hilo. Our experience on this trip was consistent with what we have heard from many other cruisers — that the trip from Puerto Vallarta to Hawaii in the spring is very likely the most pleasant long passage in the world. It never gets cold but it's not hot, and the wind is never forward of the beam once you clear Cabo Corrientes — which is in the first 15 miles of the trip.

After a few weeks of taking care of family business, on June 20, we took off from Nawiliwili, Kauai, bound for Papeete. We had the whole family aboard, including sons Brandon, 23, and Jeff, 20. It was the first real cruising we've done together since our trip from Hong Kong to the Philippines and back in 1988. We hadn't heard much about the trip south from Hawaii to French Polynesia other than what you read in the cruising guides, so we weren't sure what to expect. As it turned out, it was quite a trip!

It's about 2,550 miles from Kauai, and



LATITUDE/RICHARD



KIAPA

The Wolcott boys, Brandon and Jeff, riding the leeward rail on the breezy trip from Hawaii to French Polynesia.

before 'friends' report otherwise, it took us 14 days. In the northern hemisphere summer, the course calls for making as much east as possible before getting to the southeast trades. Our goal was to cross 150°W at about 10°N, and then run down 150°W to Papeete. With very brisk — 20 to 25 knot — northeast trades, we wimped out and didn't quite make our goal, actually crossing 150°W at about 7°N. In retrospect, I'd have set an even more aggressive easterly goal, probably 148°W, as the northern third of the trip was actually quite a bit easier than the southern two-thirds. We saw an awful lot of south in the wind below 5°N. The good news was that the Inter Tropical Convergence Zone was very tame when and where we crossed it — which was at about 8°N. We saw a few boomers and a couple of flashes of lightning, but were clear of it all in only six hours.

The big surprise of the passage is that the true wind speed was almost always in the 18 to 24 knot range, and the apparent wind angle was between 30 and 45 degrees. The boat did fine, but sailing to weather for 2,500 miles was pretty hard

on the crew. There wasn't a dry spot anywhere outside the cabin, and there were some wet ones inside. We had green water coming down the decks and over/under/through the dodger pretty much non-stop. Plus, between the 20°S, it was awfully warm in a closed-up cabin. When we got to Papeete, it took us three days to get things properly aired out. Based on our trip at least, I could definitely recommend the trip from Tahiti back to Hawaii.

'Would I make the trip south again? In a heartbeat! The Societies have afforded great cruising — kinda like Hawaii but with big, beautiful, comfortable anchor-

Great people make for great cruising destinations. Susan, third from left, and Pete, far right, with new friends in the Tuamotus.



KIAPA

ages. We also got in a four-week side trip to the wonderfully remote Tuamotu Atolls of Fakarava, Toau, and Rangiroa. The swimming, diving, fishing, snorkeling, shelling, and beachwalking were absolutely tops. The Tuamotus alone were worth the 'price of admission' to French Polynesia.

As soon as we finish reading the July and August *Latitudes*, and get out our box of repair parts from Santa Cruz Yachts, we'll be off to Suvarrow in the Northern Cooks. We're so far behind the 'pack' that the anchorages are all empty — and that one surely won't disappoint.

— pete & sue 10/1/02

Pete & Sue — Our apologies on the original report that was inaccurate. Averaging close to nine knots for nearly 3,500 miles while doublehanding in cruise mode — that's excellent.

We're intrigued about the claim that P.V. to Hawaii in the spring is the most pleasant long passage in the world. We'd always heard that it was Cape Town to the Lesser Antilles. Any other nominations?

Neverland — Nor'Sea 27 Naftuli Furman Sea Of Cortez (Marina Bay, Richmond)

Neverland, my Nor'Sea 27, is as pretty a boat as you'll ever see. She was the smallest boat in last year's Ha-Ha, but I still had a great time. After that event ended in Cabo, I sailed 125 miles up to La Paz. On December 5, I had *Neverland* hauled and put into dry storage at Marina Palmira. When I returned on June 10, my boat was in perfect shape and nothing was missing.

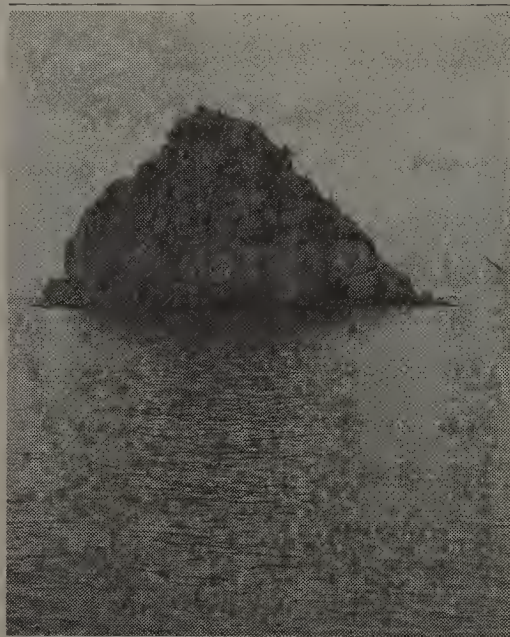
After putting *Neverland* back in the water in June, I spent a week at Marina de La Paz, which is a little closer to town. I made a lot of friends and met other cruisers. One such cruiser was Tom Stogsdill of the CT-34 *Anna Augusta*. Every year he spends a few months at La Paz and the nearby islands — and he's a very

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happy man! One of my favorite guys in La Paz is Julio Iglesias — the fruit vendor, not the singer — who sets up right outside the marina. He has the best deals on fruits and veggies.

After an enjoyable stay in the marina, I headed out 25 miles to the islands of Espiritu Santo and Partida, which are only separated by a narrow channel. On my way there, I first anchored at Bahia Balandra, a spot famous for a big rock standing on a very skinny stud of mud. I anchored in 18 feet on the southwest part of the bay next to a big cliff. The afternoon was calm and quiet, but the *Coromuel* winds out of La Paz picked up in the evening, gusting to 30 knots. Luckily, I had set my two anchors in a line, so my wonderful boat didn't drag a foot.

I continued on to Espiritu Santo Island the next morning, enjoying what was left of the *Coromuel*. For the next three days I enjoyed the island's Caleta de Enmedio anchorage, which I shared with Steve and Angela — and their three big dogs — of the Napa Valley-based Catalina 42 *Fruit Cakes*. I later went to Caleta Partida, which I didn't enjoy as much because it's big enough to allow the evening winds to



LATITUDE/RICHARD

As Naftuli learned while cruising his Nor'Sea 27 'Neverland', the islands off La Paz — even the tiny ones — are quite extraordinary.

build up a good chop. I 'shared' the anchorage with a bunch of *pangeros* and their music. Hey, it's their country.

My next stop was Caleta Cardoncita, a small, beautiful, totally private bay with

white sand on Isla Partida. I stayed there all alone for three days. To me, cruising is all about finding a place like this for oneself. During the day, I'd walk around the cove, later I'd read good books in total silence, finally I'd fish for dinner.

After 10 days of sailing around the islands, I had to return to civilization and the noise of La Paz. I ended up spending 10 more days at Marina de La Paz — \$13/night, including electricity and water. Then I had to return home.

After hopefully catching a ride on one of the Ha-Ha boats, I'll return to *Neverland* in November for more cruising.

— naftuli 9/15/02

Cruise Notes:

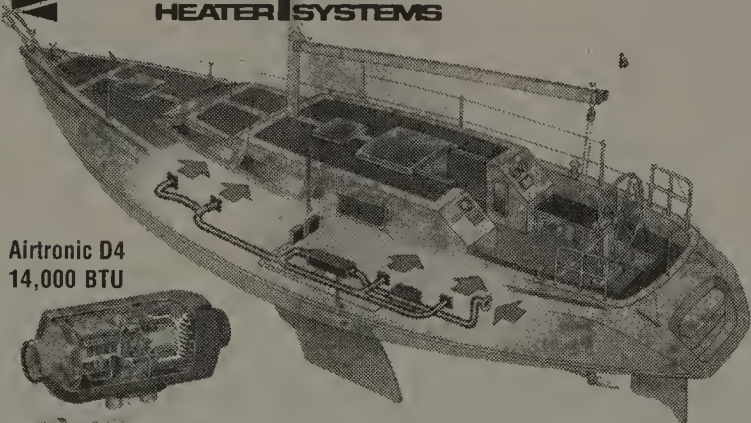
There have been disturbing new cases of pirates violently attacking yachties along the north coast of South America in the last few months. According to a report in Jimmy Cornell's Noonsite by Jim and Kathie Coolbaugh of *Asylum*, the worst happened on September 29 at Punta Hermosa, 50 miles east of Cartagena, Colombia. The Coolbaughs — along with buddyboaters Pat and Willy



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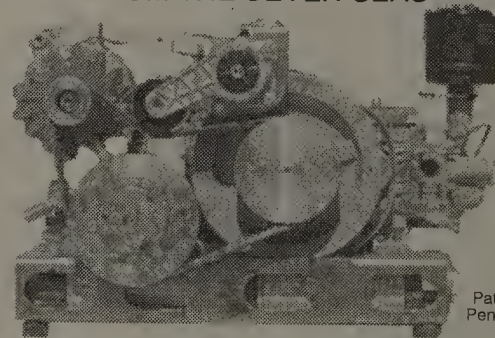


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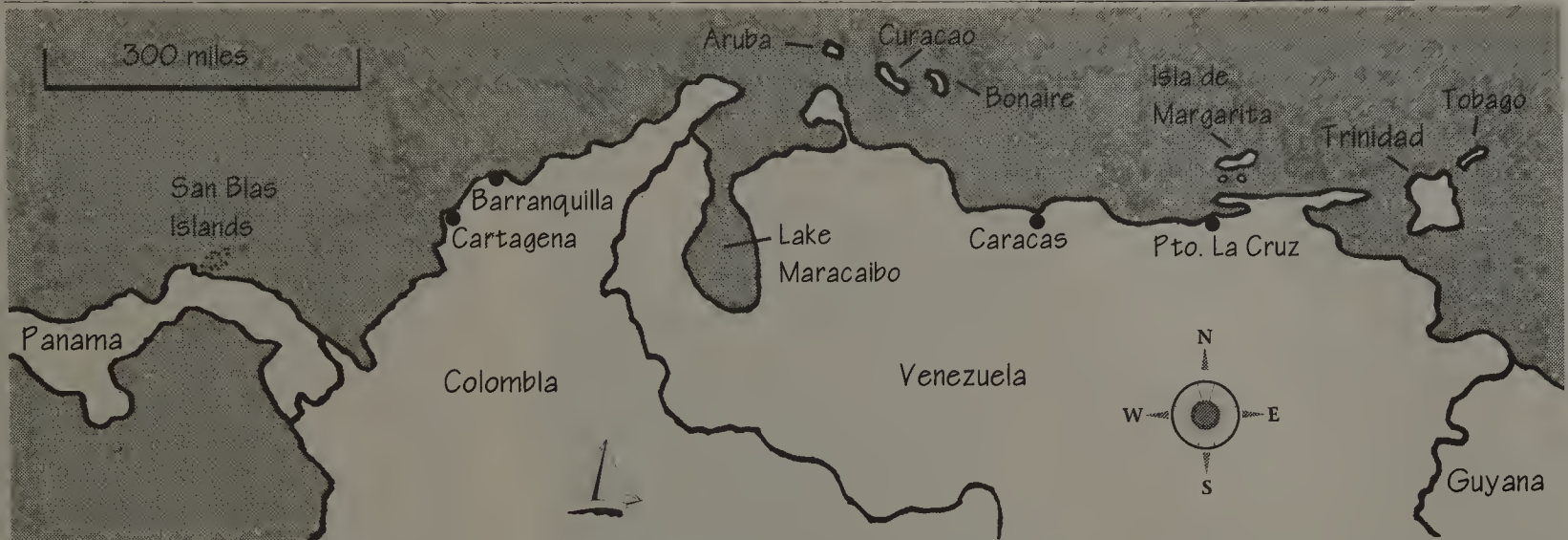
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aboard the Tayana 37 **Morning Dew**, and singlehander Fred aboard the Mason 44 **Eclipse** — had stopped for the night after travelling west from Aruba. Shortly after dark, the couple were awakened by the sound of two men trying to break in their companionway door. Katie turned on the deck lights and Jim squirted Bear Pepper Mace at them through an open port. The men jumped into an 20-ft open boat and fled, with Jim firing a couple of flares after them. Fred, on the nearby **Eclipse**, answered the Coolbaughs' VHF

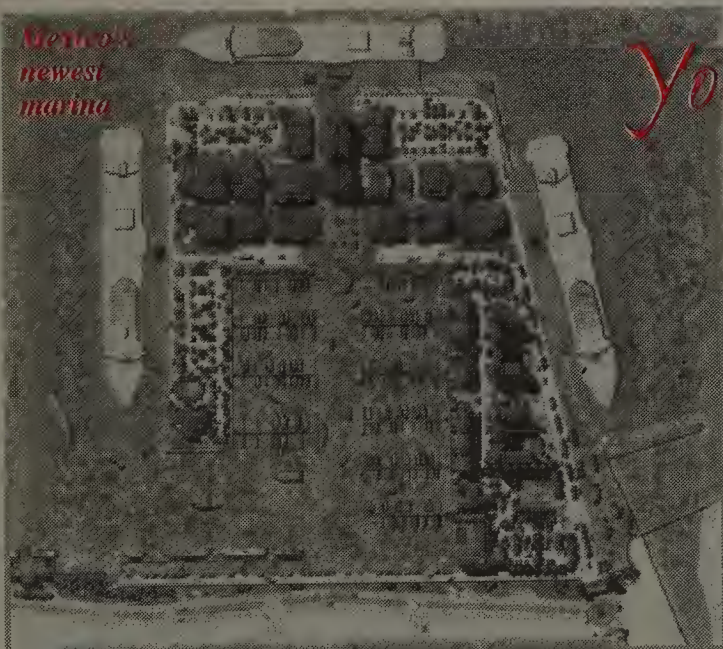
The path between Panama and the Eastern Caribbean is not only beset by rough weather, but some nasty characters, too.

call by saying he was fine, but there was no response from *Morning Dew*. When they got there, Willy and Pat had a horror story to share. Waking from a deep sleep, they became aware that five bandits — three with pistols and two with shotguns — were coming down the companionway. The men, who were drinking heavily,

bound and gagged the couple. After demanding money, the pirates took everything of value before ransacking the boat, going so far as ripping cabinet doors off and breaking eggs on the cabin sole. One shot was fired into the overhead above the nav station, although it might have been by accident. They left, fortunately, before doing any more damage. Willy and Pat managed to keep most of their money.

For many years the relatively isolated coast of Colombia was a Wild West type no-man's land, from which coke and pot

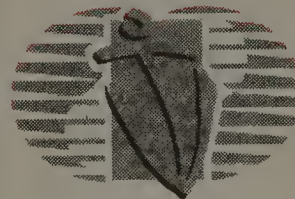
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CHANGES

were smuggled out, and appliances and cigarettes were smuggled in. Life had always been cheap. In the late '90s, the situation seemed much improved, and cruisers — assisted by a rough guide created by Randy and Laurae Kenoffel of the San Francisco-based Moorings 500 **Pizzaz** — began to use that often boisterous coastal route to get between Panama and the Eastern Caribbean. The Coolbaughs reported that petty theft and dinghy snatchings are not unusual in the Caribbean, but this was something else, an instance of life-threatening piracy. On the good side, they reported that Colombian officials were very helpful and responsive. The couple also don't want Colombia singled out, noting that cruisers have also been shot in Honduras and Venezuela this year.

According to Phillip Gibbins of the Swan 48 **Vellamo**, also reporting to Noonsite, the incident in Venezuela happened on October 12 at Isle Coche, just south of Isla Margarita. Five armed men wearing ski masks boarded the vessel **Panacea**, bound the couple aboard, took everything of value, and ransacked the



LATITUDE/RICHARD


'Big O' taking on diesel at Puerto La Cruz, Venezuela, in the mid-'90s. The price per gallon has since dropped from 33 cents to 28 cents.

boat. "As an afterthought while leaving, they shot the skipper in the knee." Fortunately, the skipper is recovering. For more complete reports on both of these incidents, visit www.noonsite.com.

Despite the fact that yachties have been robbed and shot in Venezuela and Colombia for 40 years, there's never been enough violence to deter other cruisers. Besides, both countries have numerous attractions. Colombia is famous for the historic city of Cartagena, which everyone has informally agreed to be more or less the country's murder-free zone. Among Venezuela's top attractions is cheap fuel.

"Twenty-eight cents a gallon — that's the retail price for diesel in Venezuela, the leading exporter of oil to the United States," report Mark and Laurie Matthews. The couple departed San Francisco in '97 aboard the little 26-ft West-erly Centaur **Radiance**, but who replaced her in Florida with the S&S-designed Chris Craft 35 (sailboat) **Althea**, on which they are now cruising. Ironically, **Radiance** and **Althea** had once been neighbors at Clipper Yacht Harbor in Sausalito. We'll have more on cruising Venezuela from the Matthews in the December issue.

Does it pay for countries or islands to treat visiting yachties nicely? Here's what



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Chris Doyle, author of several popular cruising guides to the Eastern Caribbean, wrote in the *Caribbean Compass* earlier this year: "It was good to be in a place — **Martinique** — where things are going well. The yachting industry seemed alive and thriving during my recent visit, especially in Marin, where the marina was full and many business owners seemed content. I have never seen more visiting yachts in this area — which made me wonder whether governments on neighboring islands are sane to be charging visiting yachts significant entry fees. Maybe these Martinique guys know something, as they don't charge any entry fees at all."

"We had a good 1,150-mile sail from Fiji to Auckland, arriving just 10 days before the start of the Louis Vuitton Challenger Series for the America's Cup," reports George Backhus of the Sausalito-based Deerfoot 62 **Moonshadow**. "With mostly fair and fresh winds, we had a swift passage of 5 days and 9 hours — an average of 8.91 knots. Other than a 50-knot squall for about an hour, it was an un-

MOONSHADOW



'Moonshadow' started her quick trip from Fiji to Auckland from a Med-tie here at the Musket Cove YC at Malololailai.

eventful trip — just the way we like it. But as we got closer to New Zealand and the winds came up from the south, it sure got cold! We'll be in Auckland for the duration of the America's Cup."

A number of cruisers on the scene have reported a wild charter story from Vavu'a, Tonga, where a non-sailing, middle-aged, German-speaking couple approached The Moorings to charter the Beneteau 38 **Guinevere** for use as a 'hotel'. The Moorings agreed — with the stipulation that the boat could only be moved by one of their captains. The plan worked well for the better part of a week, before a shy



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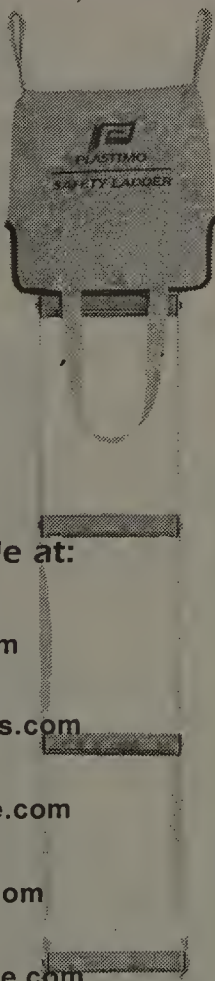
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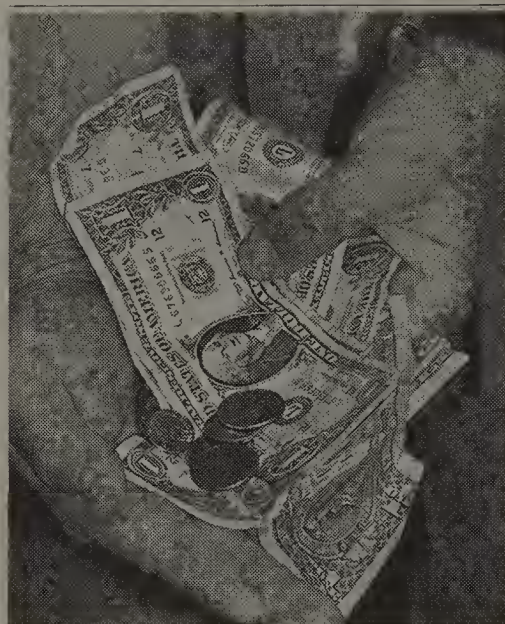
CHANGES

Tongan reported that the couple had bought some pigs, chickens, and agricultural supplies — and had loaded them on the relatively small sailboat. The animals quickly became discouraged with life onboard, jumped overboard, and swam home. When The Moorings went to investigate, the boat and couple were gone. To make a long story short, the wrecked boat was found at the uninhabited island of Late, where the couple were in the process of homesteading. Would it come as a surprise to learn that the couple are members of a religious cult looking to escape what they believe will be a nuclear holocaust? Details next month from Guy and Melissa Steven of **Pnuema**.

"We just left Suwarrow in the Northern Cooks," report Pete and Sue Wolcott of the Kauai-based SC 52 **Kiapa**. "Suwarrow is an unbelievably fun place — kinda like a Disneyland for cruisers. It's run by a Park Ranger, and the only resident is 72-year-old Papa Joane. We'll send you more about the place next month."

Since there aren't any stores in the middle of the Pacific, Scott Fisher of the

LATITUDE/ANNIE



Since there aren't any stores in the middle of the Pacific, it's not necessary to have a large kitty when sailing from Hawaii to California.

Northern California-based Columbia 10.7 **Alchemy** wasn't worried that he only had \$11 when he started his 2,300 passage from Hawaii to San Francisco. "I departed Hilo on August 31 and slept in the cock-

pit because it was so warm. But when I woke up, I had a cold and it was rough bashing to weather trying to make all the easting I could. I couldn't sleep outside because of the periodic squalls, and my health deteriorated to a point where I think I had pneumonia. I was so weak and dizzy that I put on a harness and clipped-in for the first time, and it seemed as though the bow was a long ways away. I was not having fun. About the sixth day, the Pacific High moved to the point where I was able to turn a little east. Wanting to shorten the trip, I soon cut the corner even further, making my turn for San Francisco at 32° North — which is far to the south of normal. This put me on a course more parallel to the swells, allowing me to get more sleep and prepare better meals. I was still sick, but wasn't feeling quite as bad. On the seventh day, I saw two container ships, and on the 14th day I saw another. On both occasions I was able to send messages to my brother in Hilo. It would have been nice if I'd had some form of long range communication during the trip. The 18th day of the pas-



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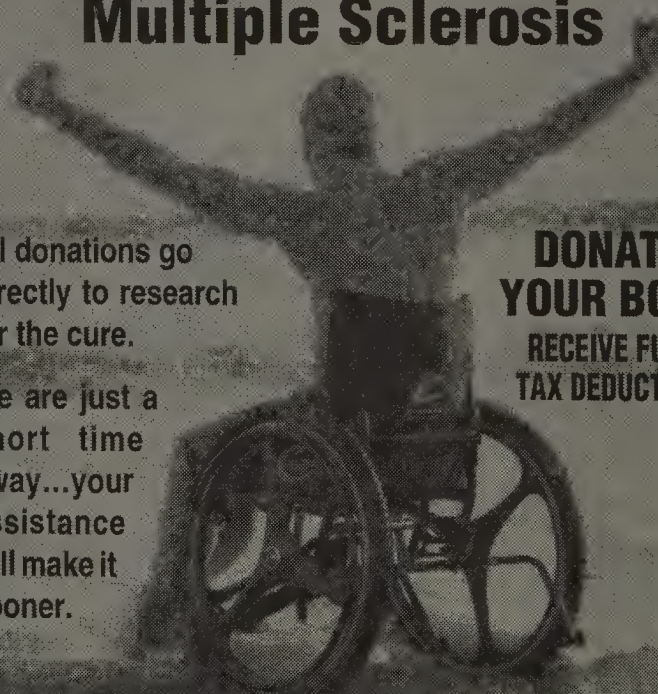
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Greg and Cherie had a tough time getting out to 'Scirocco' after arriving at the Marina Flamingo anchorage late at night.

scary characters who'd be willing to take us to the boat in the middle of the night. After I took a bad spill on the delapidated docks — resulting in my luggage being played around me like a halo — Greg

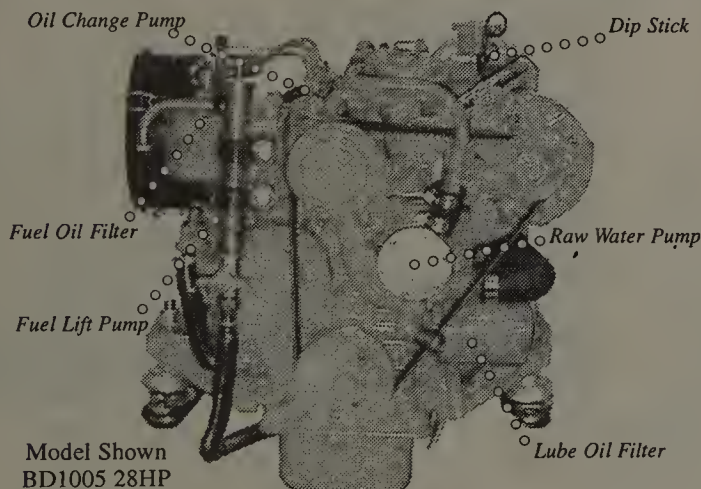
suggested that I go to one of the local restaurants and get a drink while he took care of things. I stumbled into town and found that all of the restaurants were closed — except for a sleazy casino. I was escorted to a table, where I was instantly joined by a friendly drunk. The place was full of loaded fishermen eager to tell their exaggerated stories. I ordered a beer, and that's when I felt the glare on my back. A

sage was my only really great day, as I sailed at close to hull speed in flat water with lots of sunshine — and I finally caught some fish. My 20th and final day was without wind. Having lost 15 gallons of fuel because of a bad bladder tank, I barely made it under the Golden Gate — at 11 p.m. in a thick and spooky fog. All in all it was a good trip, but it would have been much better if I hadn't gotten sick. Had I more than \$11, I might have turned back until I felt better."

It's not uncommon for folks to take off on passages with very little money. What's **the least money** you ever had when starting a passage of more than 500 miles?

You meet the nicest people cruising. At least most of the time. "Greg Retkowski and I are currently at Marina Flamingo in Costa Rica getting Greg's San Francisco-based Out-Island 41 **Scirocco** ready to head to Panama and the Eastern Caribbean," reports Cherie Sogsti. "But returning to the boat after a summer's absence wasn't the most fun I've ever had. For after the long flight and ride to the marina, we couldn't find anyone but some

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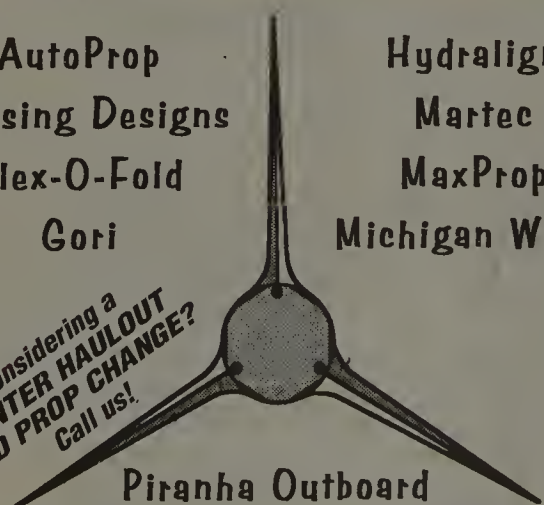
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CHANGES

prostitute had decided that I had encroached on her territory, and she didn't like it one bit. In fact, her customer started hitting on me, and she wasn't having any of it. She stuck her face in my face, and gave me a nasty look. I wanted to tell her that if she wasn't careful her face was going to freeze with that mean expression — but I couldn't remember how to say 'freeze' in Spanish. It probably saved me a black eye. I let the casino know that I had a boyfriend who would arrive any second, but nobody believed me. The row of hookers at the bar put secret curses on me, but Greg arrived an hour later, saving me from any uncalled-for voodoo."

More on Greg and Cherie's adventures next month.

"The Club Cruceros de La Paz has set the week of April 7 to 14 of next year as the dates for the next **Sea of Cortez Sailing Week**," reports Tomas Daly, who is the *Jefe de Web*. "The dates were moved up to coincide with higher tides and to give cruisers the opportunity to attend both Sailing Week and **Loreto Fest** at the beginning of May. In addition, cruisers who plan to be in La Paz at the end of November should consider donating time,



A confused Cherie struggles with the logic of Marina Flamingo locking the gate — when there is a giant hole in the fence.

goods, or money to the club's annual **Subasta** (auction) to help less fortunate local kids. Anyone wanting to make donations should contact the club at www.clubcruceros.org. The actual auc-

tion, which is a major cruiser event in La Paz, will be held at Marina de La Paz on December 1."

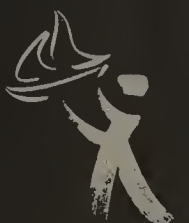
"After five years of cruising the East Coast, Panama, and beautiful Mexico," report Jack and Jodie Baker of the Richmond-based Island Packet 40 **Elixir**, "we returned to the Bay Area. We started our Baja Bash on July 14 — well after the start of hurricane season — with Ernie Mendez, Peter Voelter, and brother Don as crew. After a brief stop in Cabo for fuel and to monitor the development of a tropical storm to the south, we headed north in calm conditions. The highlight of our one-week trip to San Diego was not bad weather, but rather a pod of 300 dolphins and six gray whales which paralleled *Elixir* and repeatedly breached. After cruising Southern California waters and leaving the boat in Oxnard for awhile, Jack brought the boat north with Peter Bennett and Peter Voelter as crew. Although there was pea soup thick fog as far north as Pt. Sur, there was no wind and the seas were flat all the way along the route. In fact, the only wind we saw was coming into the Gate! It only took us 46 hours from



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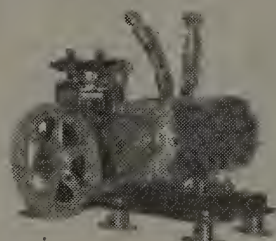
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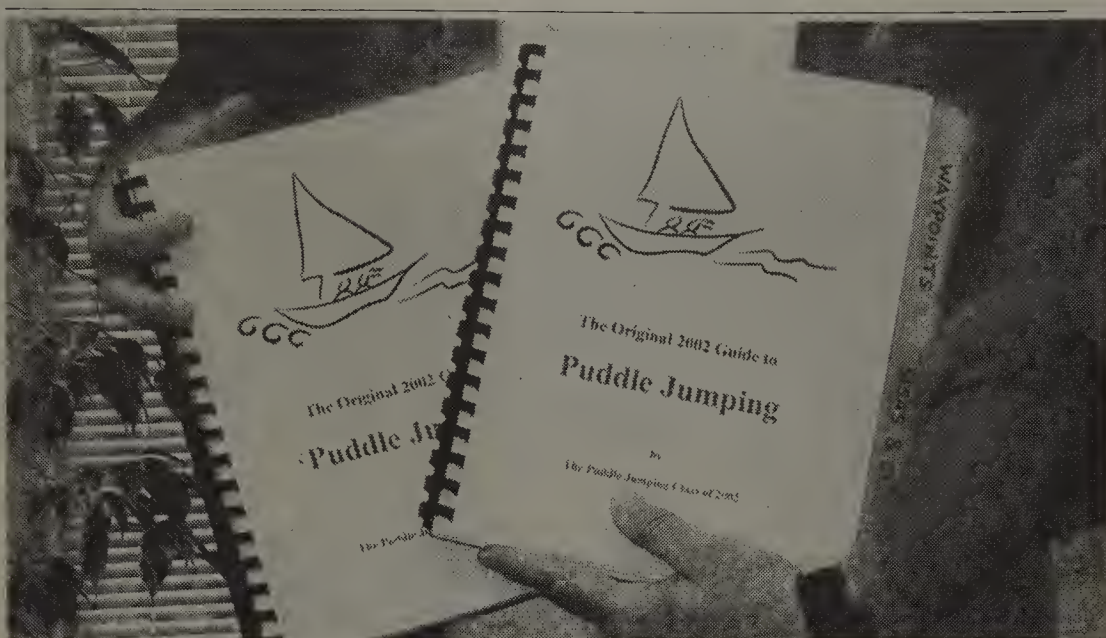
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Oxnard, and we figured we got 75 'free' miles from the current. We can't see any reason to keep a beautiful cruising boat for daysailing, so we've put *Elixir* up for sale. Jodie will stay in California riding horses and visiting friends this winter, while I'll be shipping out on November 1 with Blair Grinols aboard **Capricorn Cat** for Hawaii, the Marshall Islands, Kiribati, and very likely Fiji."

"We are currently in San Carlos, Sea of Cortez, and are looking for information on the next Puddle Jump," write Charles and Evelene Gallardo of the Kensington-based Nor'West 33 **Skye**. "We signed up for last year's Baja Ha-Ha, but unfortunately Charles ended up in the hospital the day before the start. We eventually sailed to Cabo a month later, so it turned out well. This summer we enjoyed a wonderful inland trip to Mexico's Colonial Heartland. Now, we're considering doing the **Puddle Jump** from Mexico to the Marquesas. Where can we get information, as there was nothing on the *Latitude* website?"

Latitude and **Paradise Resort & Marina** will be putting on a pre-Puddle Jump

LATITUDE/ANNIE

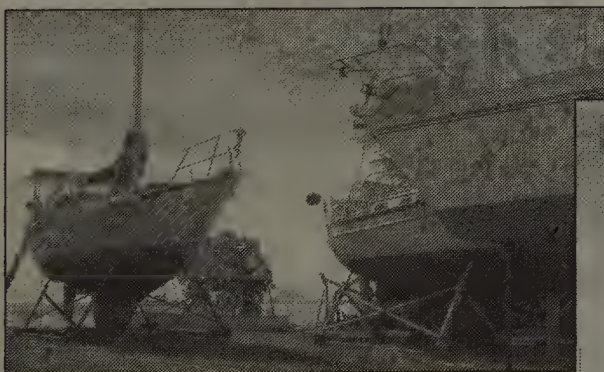


The Puddle Jump 'Class of '02' was so well organized that they put together these terrific guides to Puddle Jumping.

Party at Nuevo Vallarta sometime during the first week in March. It should be understood that most of the Puddle Jump organizing is done by Puddle Jumpers themselves, so depending on who is

'Jumping', it can be very organized or haphazard. Last year's group was the most organized ever, as the 'class' put together a rather comprehensive book titled an *Original Guide to Puddle Jumping*. We're sure this will be the basis of information for subsequent classes for years to come. Talk of the 2003 Puddle Jump is a little premature, but come the first of the year there will be lots of it on the

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CHANGES

Mexico nets and in *Latitude*.

"After four years of cruising the east coast and the Caribbean, we are looking forward to the day we drop the hook in San Diego Bay," report Randy Beyer and Eileen Stevenson of the San Diego-based Valiant 42 **Avalon**. "Although San Diego is our home, we've had no experience sailing in the Pacific Ocean — other than up to Costa Rica — where we left our boat for hurricane season — following our Canal transit. We plan to begin our northward trek to San Diego in November, arriving sometime in the early spring — which should give us plenty of time for stops along the way. So far our cruising experience has taught us that timing is critical for successful passages, so can you advise us when the wind and sea conditions are most favorable from Costa Rica to Mexico, and then Cabo and San Diego? What hazards, if any, we should be anticipate? Finally, what would be the most interesting ports of call?"

We hate to tell you, but winter and spring are the worst times of the year for Papagayos and Tehautepec'ers — although the latter are particularly easy to

avoid because of reliable forecasting. Spring is also the worst season to do a Baja Bash. Nonetheless, there are always lulls between the blows, so if you have time and patience — the great lesson of Tolstoy's *War and Peace* — you shouldn't have much of a problem. There are no unusual hazards in Mexico, other than tequila, of course, and the fact that you may freeze your buns off coming up the chilly Baja coast. As for the most interesting ports of call, you'll have time to hit them all, so you will be able to decide for yourself. Have a good trip!

"Cruisers need to be aware of the bad situation with taxis in the **Loreto/Puerto Escondido** area of Baja," reports Richard, no last name or boat name, who reports he's been down there for 19 years. "I had my van confiscated in Loreto for allowing a newly arrived cruising couple to have a ride to Loreto for breakfast and to use the Internet. This kind of harrassment has been going on for years. One elderly woman has been arrested three times and

bothered several more — and all of it has been set up by the taxi owners. The police back them up by saying the only people who can ride in the car with you are your family."

"As graduates of the 2000 Ha-Ha, we always become nostalgic at this time of year," report Mike and Gale Cannady of the Longview, Washington-based Cal 34-III **Wild Rover**, which is currently in Norfolk, Virginia. "If we only knew then what we know now! Actually, it's been a fantastic two years, and we're still having fun. In fact, our recent cruising in the Chesapeake Bay has been our most enjoyable ever." Next month we'll have a report on the Cannadys in the Chesapeake.

By the time this issue hits the streets, the 2002-2003 cruising season in Mexico will have begun. Happy and safe sailing to everyone! We hope you'll remember the following dates: January 31-February 2 — **Zihua SailFest**. March 19 — **Punta de Mita Spinnaker Cup For Charity**. March 20-23 — **Banderas Bay Regatta**. April 7-14 — **Sea of Cortez Sailing Week**. May 2-5 — **Loreto Fest**. We hope to see you down there.

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- Nov 19 Engine Troubleshooting and Maintenance — C.F. Koehler, Koehler Kraft
- Nov 21 Marine Weather and Forecasting — Dan Brown
- Nov 26 Cruising on 12 Volts: Alternators, Batteries, Inverters, Tips and
Troubleshooting — Barry Kessler, CEO Altra Regulators,
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There is a \$3.00 charge per person to attend each seminar.
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EVENTS

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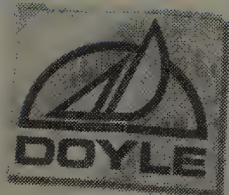
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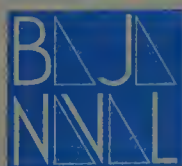
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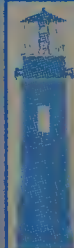
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ANNOUNCEMENT

SOUTH OF THE BORDER. With this issue, we are starting a new section of the Classifieds that is designed to focus more attention on sailing in Mexico and Central America. It will be open to people selling boats that are located in Mexico and beyond, sale and rental of property, small businesses that serve the sailing community in that part of the world, and anything else that nurtures this growing sailing culture. We hope you'll check it out and submit any ads that might be appropriate.

DINGHIES, LIFERAFTS AND ROWBOATS

HOBIE HOLDER 12 in excellent condition. Sailed very few times on small local lake. Always stored indoors. Like-new galvanized Shoreline trailer. White with blue and purple accents. Pictures available via email. \$1,200. (916) 928-3934 or email: jconant@sac-coke.com.

NESTING DINGHY. 10'2" assembled, 5'4" nested. Fiberglass over plywood construction. Rows great. Setup for small outboard and has centerboard well if you want to build sailing rig. \$800. Call (510) 663-5456 or email: bigmikeh24@yahoo.com.

CAPRI 14.2, 1988. Gray hull. Excellent condition. Lightly used. Always stored covered. Very dry for a small boat. Sails are like new. Nice teak trim. Includes new custom cover to match hull. \$3,000. Call (650) 341-9962 (eves) or (415) 495-5000 (wkdays).

EL TORO, 1996. Flame red fiberglass with carbon fiber mast and boom. Light and fast. Cradle, cover, faired rudder and board, goodies. Raced two seasons, always garaged, very clean. Race ready. \$1,950/obo. Call Frank (831) 461-0900.

10-FT SAILING PRAM. Handmade of mahogany and hardwood, includes sails and trailer. Looks beautiful, can be rowed or motored. \$2,000/obo. Please call Saul (510) 245-8473.

29er, 2001. Excellent. High-tech rigging and hardware. Upgrades=\$1,540. Dolly=\$350. Harness=\$175. All for \$7,800/obo. Also, EZ Loader 1200 trailer, \$500. Please call Ruth (510) 610-4149 or Skip (510) 612-4149.

12-FT MILLIMETER. Scaled down replica of 12M America's Cup boat. Great fun. Spinnaker, roller furling jib. Active one design fleet. \$900. Kerry (415) 388-6309 or email: kilowhskey@attbi.com.

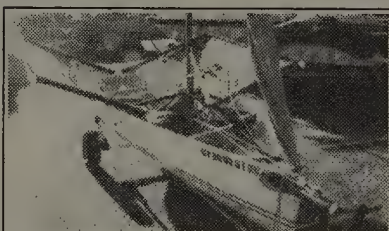
BOSTON BOATS 20-FT recreational rowing shell with Piantidosi oars. Great condition, fun to row. Stable, safe, strong boat for novice to experienced rowers. \$800. Please call (510) 658-1741 or email: rgriffoul@aol.com.

SABOT. Fiberglass sailing dinghy. Leeboard, mast, rudder, sail and oars. Excellent shape. \$450. (530) 257-8956 (eves).

VANGUARD 15, 1997. Mint condition. Used sparsely over the years. Well maintained. Racing sails, practice sails, all gear included. Asking \$2,500. Call Krysia (510) 703-3913 or email: kypohl@aol.com. Must sell to pursue Olympic campaign.

LASER, 1973. White hull, currently registered. Boat is all there and sails great. Deck and gear are rough but all works fine, sail is fine. Great starter boat. No trailer. \$575. John (510) 521-7952.

AVON SUPERSPORT S3.45 RIB, 1991. 10.6-ft LOA plus trailer. 25 hp Mercury, electric start. Center console, gauges, running lights, bilge pump, storage, bench seats, new prop. Runs well. \$2,300/obo. Please call (408) 480-0152 or email: eric_panning@yahoo.com.



INTERNATIONAL 14 SKIFF. Built by Christoph, UK. New Ullman Mylar main, asymmetrical kite. All new Harken hardware. Retracting carbon sprit, extra-wide hiking racks. Clean, fast and fun. With legal trailer. In San Diego. \$2,200. Call (858) 274-8380 or (619) 226-1257.

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10-FT TRINKA SAILING DINGHY. As new. Email: Pat1083@aol.com or call (831) 659-1117.

AVON ROVER 280. Hard floor with wheels, \$790. Autohelm ST3000 autopilot with spares, \$375. VHF, \$75. Solar panel, flexible, 30w, \$175. Opti bearing compass, \$90. Mini-B EPIRB, \$90. Bird RF meter, \$90. Shorepower cord 30 amp, 25-ft, \$19. Call (510) 337-1914.

VANGUARD 15. Excellent condition. Sailed freshwater only. Water-tight hull and current registration. Race ready. Gear and blade bags, Silva compass. Calkins trailer with bearing buddies, spare tire and Vanguard form-fitting hull bunk. \$3,000/obo. Call (530) 224-2226.

C-LARK 14, 1967. 3 sails, swing keel, 10' x 5' cockpit, #201. Good trailer, new tires. Also, 1979 AMF Force 5, fast, fun, easy. Good trailer. \$500/obo. Please call (530) 265-2550 or email: prairie@ncws.com.

24 FEET & UNDER

MELGES 24, #208. Fast boat, lots of sails including newer Norths. New engine and rigging 2002. \$27,500. (415) 370 5668 or email: mike@iointegration.com.

CATALINA 22, 1981. Swing keel, trailer, slide out galley, pop top. Porta-Potti, main and working jib. 7.5 Honda four-stroke. \$3,900. (530) 257-8956 (eves).

FREE BOLGER MICRO 15.5. 75% complete. Best grade materials. Needs decks, paint, lead. Or use it as a fishing boat. (925) 979-1780.



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MacGREGOR 19 POWERSAILER, 1994. Trailer, 3 sails, 50 hp with alternator, electric and pull start. Stainless rails, 800-lbs. water ballast, sleeps 4, custom rudders, VHF/FM/cassette, depth/speed, enclosed potty, many extras. Always garaged. Showroom condition. Reno. \$9,999. Call (775) 626-9399.

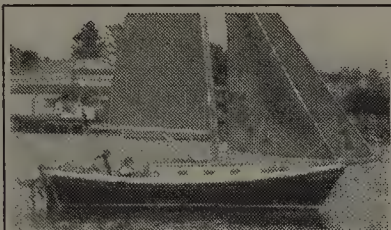
CAPE DORY 22, 1982. Full keel and classic lines with bow-stern pulpits and lifelines. Bruce anchor mounted on bow. Near new Harken furling and set of North sails. Force 10 heater, GPS, VHF, depth, speed, lazyjacks and a dependable 5 hp Nissan outboard. Boat is exceptionally clean inside and out. Nice wood on interior, sharp upholstery. See at Alameda Marina, Berth #172. Excellent condition. \$10,500/obo. Call (925) 933-2448.

J/24, 1979, WOLFE. Hull #1847. Faired keel, epoxy bottom, 2-year-old Kiwi mast, Pentax sails and trailer. Drysailed. 2001 club champ, 1999 North Bay champ. Boat likes to surf. \$8,500. Chris (530) 759-0467.

CATALINA 22, 1983. Swing keel, pop-top, forward hatch. Honda 7.5, trailer, stern pulpit, swim ladder. Porta-Potti, galley, VHF, knotmeter, stereo cassette, ground tackle. Lines led aft. Cruising spinnaker, solar. Freshwater sailed. Great shape. \$4,500. Call (559) 322-7938.

13-FT ESCAPE RUMBA SAILBOAT. Simple, easy fun. Bought new in 2000. Excellent condition. Includes EZ-loader trailer and custom cover. Information on this model at manufacturer Website: <www.escapesail.com> \$1500. Benicia. Call (707) 747-6130.

CATALINA 22, 1989. Wing keel, bristol condition. New Ulman 135 furling system, roller reefing jib with foam luff, adjustable backstay, topping lift, Garmin fishfinder. Custom tandem-axle trailer with 4-wheel disc brakes, bimini, cockpit cushions. 6 hp Yamaha longshaft. \$10,000. Call (530) 272-2344.



VENTURE NEWPORT 23, 1973. Cutter. Fully restored. Beautiful. *Sallywag*, written up in *Good Old Boat*. New dodger, keel fairing, bottom paint, nearly new sails. Honda 5 hp outboard. Rebuilt trailer. See to believe at <www.northcoast.com/~fishhead> \$12,000. Call (707) 725-7924.

MONTGOMERY 15, 1988. 2.2 hp Mercury outboard, trailer, cabin cushions, anchor, Porta-Potti. Great condition. \$4,500. Call (831) 479-7788.

ERICSON 23, 1970. Good sails, needs paint. 15 hp Evinrude, head. Berkeley. Berth too expensive. \$900/obo. Call (510) 848-6385.

CATALINA 22, 1987. Trailer, 7.5 hp Honda outboard, bottom paint 2001. Excellent condition. Pop-top with cover, VHF, head, new battery and fuel system. \$7,800. See at Website: <http://www.bradleybrooks.com/catalina.htm> or call (916) 443-7393.

MOLLY CAT 17, 1987. Traditional gaff rigged catboat, modern fiberglass construction. Designed for the Bay, very stiff. Built here by Fernandes Boatworks. Gerard DeWitt design. See *Small Boat Journal*, #61 June/July 1988. Yanmar diesel, Signet depth, speed, wind, Autohelm, VHF, excellent sail, cockpit and cabin cushions, full cover, cedar lined cabin, 2 full sized berths, Porta-Potti, lots of storage, many upgrades. New cost \$26,000+, yes for 17 feet. Please make a reasonable offer, must sell. (510) 521-3939.

MacGREGOR 22, 1980. Swing keel, trailer, 7.5 hp 4-stroke Honda. Jib, genoa, brand new main. Leaving Bay Area due to office closure. Dry docked in Redwood City, ready to sail. See Website: <http://home.attbi.com/~amatda2/mac/> \$2,600/obo. Call Matt (650) 261-9309.

CAPRI 16, 1990. By Catalina. Fixed keel, 2 hp Honda, VHF, depth, compass, solar. Main, jib, Potti, trailer. Great condition. \$4,995. Call (209) 529-6738 or email: irishboy3985@hotmail.com.

ISLANDER BAHAMA 24, 1966. Full keel, 3 sails, new storm jib, good bottom with recently replaced thruhulls, head, refrig, sink, 2 anchors with ground tackle. Great Bay boat / mini cruiser. \$1,700. Call Curtis at (415) 531-7939.

O'DAY 222, 1987. Very clean. Main and jib, trailer, 1990 8 hp Evinrude outboard, runs good. Depthsounder, Porta-Potti. Sleeps 4 to 5. Please call (209) 339-1706 or email: jrmurphy1955@cs.com.

ISLANDER BAHAMA 24, 1965. Great Bay boat. Sleeps four, legal head, sink, clean bottom and interior. Two mains, jib, genoa and storm jib, outboard, anchor, VHF. Berthed in Berkeley. Asking \$1,750. Call Larry (415) 731-2690.

CATALINA 22. Excellent condition, swing keel, new-style mast, stainless steel spreader bracket. Main, jib, genoa. Slide-out galley, pop-top, Potti, adjustable backstay, vang, jiffy reefing, topping lift, internal halyards. Bottom done 9/01. Trailer with PTI tags. \$2,000. Chuck (209) 478-1048.

MOORE 24 PLUS TRAILER. Excellent condition. Hull #59, totally restored in 2000 inside and out. Sails and rigging in great condition. Lots of extras. Boat like new. \$12,000 or make an offer. (650) 619-0136.

25 TO 28 FEET

EXPRESS 27, 1985. *Ajax*. Great boat with trailer. New outboard, excellent sails. Many extras. I am serious this time. \$18,500. Call Brett (510) 872-9933.



BAYLINER BUCCANEER 270, 1977. Located Port Angeles, WA. \$95/mo slip. Volvo Penta MD6A 2 cylinder diesel engine, low hours. Roller furling jib, 150% genoa, full shower with pressurized water. Dickenson diesel cabin heater. Can email photos. \$3,995. (530) 335-3924.

MARIEHOLM 26, 1978 FOLKBOAT. Fiberglass, full keel, Volvo 7.5 hp diesel, knotmeter, sounder, radio, head waste tank, safety equipment, roller reefing jib, sink, stove, ice box, LOA 26', LWL 20', Beam 7'3", draft 4'0". \$12,500. David Lindsay (415) 362-0300 ext 230 or email: lindsay@mcclier.com.

CAPE DORY 28 SLOOP, 1976. New Yanmar 2GM, roller furling jib, modern electronics, holding tank, extra sails. Sleeps three, fabulous full keel ocean cruiser. Excellent condition. \$28,500. Please call (415) 924-3739 or email: margrit@earthlink.net.

CATALINA CAPRI 26, 1990. 10,000-lb. custom trailer, 8 hp O/B motor. Fin keel, depthfinder, knotmeter, butane stove, marine head, sail, winch and tiller covers, custom shade awning and all the extras. Pristine condition. Must see. \$21,000. Call (530) 246-7877.

MacGREGOR 26, 1995. Excellent condition. VHF, anchor, new battery, Nissan 8 hp. 10 hours charging system. Original trailer, spare tire. EZ mast system, main, jib. Enclosed head, swing keel, pop top, bimini, ladder, sleeps six. \$10,300/obo. Please call (925) 691-6046 or email: GibsonGirl_1@msn.com for pics anytime.



LAGUNA 26.5, 1983 with custom Dilly tandem trailer. 130% furling jib, Evinrude 15 hp, 4 stroke, electric start motor with cockpit controls and mainsail cover, all new in 2001. Hummingbird depthfinder, Uniden handheld VHF, both mounted on pedestal guard nav station, wheel steering. 13" color TV, AM/FM stereo with custom speakers, microwave, 2-burner alcohol stove, AC refrigerator, electric water faucet with 30 gal tank and Porta-Potti with large holding tank, new in 2002. \$10,000/obo. Please call (510) 409-7709 or email: mkraick@hotmail.com.

CAL 2-27 IN SF BERTH. Volvo MD7A, CNG, 5 sails, inflatable dinghy, 3 anchors, 8 PFDs. Engine recently rebuilt, Tiller-master autopilot. \$15,400. Call C. Chase (415) 885-4785.

RANGER 26. Good condition. Bottom done July, 2002. Berthed in Berkeley, C Dock, Slip 22. Asking \$3,500. Take a look and if interested call Jim (650) 493-1590.

SANTA CRUZ 27. Excellent sailer and good racer. Replaced most rigs 2001. New Harken roller furling for singlehanding. 7 sails fair. Indestructible. First \$8,000 takes it. Call Wayne (415) 381-5911.

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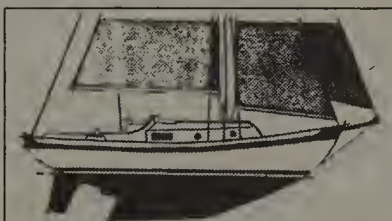
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MacGREGOR 26, 1998. Yamaha 50 hp, trim tab controller, Hart inverter, 6 marine batteries, roller furling, new genoa, backstay adjuster, Marine radio, mast top antenna. Mast raising system, bimini sail cover, swim ladder, cockpit cushions, table. Trailer with new tires. \$19,500. Call (707) 280-7498.



SOUTHERN CROSS 28, 1979. Sale or trade. My go-anywhere cutter. 4 headsails, Yanmar diesel, DS, KT, VHF, stereo. Gillmer design, quality Ryder built, clean. \$18,000/obo or trade for smaller racing boat and cash. Call (415) 479-7031.

CATALINA 27, 1976. 90 and 130 roller furling jibs, cruising spinnaker, dinette interior. New in 2001: standing rigging and 15 hp Mercury with remote control. Excellent condition. Brisbane berth. \$8,900/obo. Please call (650) 871-8831 or email: catalina271976@yahoo.com.

FREEDOM 25, 1979. Ideal singlehander. TransPac vet. Rotating air-foil carbon fiber mast, gun-mount spinnaker, huge cockpit with super self-bailing mods, dodger, solar battery charger. \$6,500/firm. Please call (707) 486-7699 (days) or (707) 554-8725 (eves).

CORONADO 25, 1966. Great, stable and roomy Bay boat, good condition, ready to sail. Self tacking jib, 9 hp Johnson O/B, cushions, depthmeter. Berthed at Marina Bay. Price below market at \$1,500 for a complete turnkey sailing boat. Call (510) 910-2176.

CATALINA 27, 1977. Tall with sprit, dinette, 10 hp outboard, tiller self-tending 100% clu... gauge and bottom. E... box, alcohol stove... us kept. Stockton... 545-8590 and email: deltasailing@hotmail.com.

OLSON 25. Excellent condition. Brand new mast and all standing rigging, virtually all running rigging new. Class champion. Double-axle trailer, all extras including stove and head, ready to race or cruise. Complete sail inventory. One of a kind. \$13,500. Call (415) 383-9554.

SANTANA 525, 1977, #47. Excellent condition. New UK tape drive main and 155. PHRF champion. New LPU topsides. Complete refit winter 2000. 4 hp Mariner outboard. Solid trailer. Asking \$6,250. Details: <www.jimandalison.net/boat.htm> Please call (310) 458-4858 or email: jamesj@ucla.edu.

ISLANDER 28, 1979. Bob Perry designed, great shape. Newer sails, roller furling headsail, full batten main. Atomic 4 with new fuel tank. Great Bay boat. In Santa Cruz, tabernacled for upper harbor, must move. \$12,500. Call (408) 640-8941.

SCHOCK 25, 1973. Classic fiberglass daysailer or weekender. Cuddy cabin and full keel. Includes four sails, 3.5 hp outboard, knotmeter and depthfinder. New bottom paint 8/02. \$2,500. (209) 948-6465 (days) or (209) 463-1018 (eves).

ALBIN 28 CUMULUS, 1982. Gorgeous, sleek, fin keel sloop. Excellent Scandinavian built quality. Powerful 7/8 rig. Fast and seakindly. Yanmar diesel, folding prop, 2-speed self-tailing Lewmars. Very nice sails and general condition. Ready. \$15,000. Call (510) 499-9211.



CATALINA 27, 1984. Excellent condition. Second owner. Universal 11 hp diesel, recent tune-up, new exhaust, chemically stripped 2 years ago. Roller furling, 120% genoa, 110% jib, reefable main, whisker pole. Beautiful teak interior. Sleeps 5, dinette layout, new head with holding tank, alcohol stove, sink, cooler, freshwater holding tank. VHF, depthsounder, knotmeter, compass. Two new batteries and bilge pump, shorepower, charger. \$16,500/obo. Call (925) 829-1839.

RANGER 26, 1971. Wonderful 1998 Nissan 8 hp outboard. Main, jib, and spinnaker. Good boat, but needs paint. Berthed Sausalito. \$3,750/firm. Call (415) 388-7102.

MacGREGOR 26, 1989. Brand new Airforce main with 3 reefs. Brand new 100% headsail on new roller furling. Fresh bottom, recently surveyed. Retractable keel, sleeps 6, 9.9 hp Honda. Moored at Glenn Cove Marina. \$8,000/obo. Call (707) 745-5552.

JENSENMAR 27, 1970. Great starter boat. Mainsail, two jibs, spinnaker. All lines aft, lazyjacks, lifelines. Spacious interior, poptop, enclosed head. Sink, icebox, VHF, compass, batteries and charger, stereo, BBQ. All extras included. Outboard optional. Bargain \$4,500. Call Rachael (415) 970-9491.

CATALINA 25, 1981. Fixed keel, Honda 8.0, batteries, charger, standard sails. Head, knotmeter, compass, depthfinder, VHF. Autohelm, jib furler, restored teak, new salon cushions and more. Great condition. Alameda, \$6,200/obo. Call (510) 627-1648 or email: qansel@aol.com.

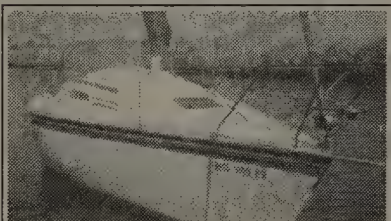
GREAT DANE 28. Proven bluewater cruiser, classic full keel, transom-hung rudder, F/G hull. Volvo Penta MD-2B diesel, low hours. Dodger, Sslar panel, extensive ground tackle, sails and equipment. Vallejo upwind berth available. \$11,000. Contact Simon (925) 932-0373 or email: simonns@prodigy.net.

CORONADO 27, 1972. Well maintained, race winner. Roomy refurbished interior with 6'1" headroom. Recent bottom paint. Upgraded electrical, rigging and structural, 2 jibs and 1 spinnaker. 6 hp O/B. \$4,500. Please call (415) 331-5302 or email: John_Slivka@yahoo.com.

BALBOA 26 SLOOP, 1973. New paint, interior. Teak redone, bags of sails, alcohol stove, stereo, VHF, sleeps 4. Needs outboard. Great first boat. Berthed at Half Moon Bay. \$2,900/obo. (650) 270-4461.

BRISTOL 27, 1971. Strong boat for Bay. 8 hp outboard engine, few hours. Standing headroom. Main and 2 jibs. Autopilot, fish finder, battery charger, water heater, new head and 2 anchors. New bottom paint. Located Alameda. \$4,500. Please call Dana (415) 606-5411.

NEWPORT 28. Overhauled Atomic 4. Harken equipped. New running rigging. Asymmetrical spinnaker. \$8,000. Call Ivan (415) 710-9118 or (415) 331-9118.



HUNTER 28.5, 1986. Yanmar diesel, wheel steering, Harken roller furling. Autohelm autopilot, new dodger, depthfinder, H/C pressure water shower and sink, 2-burner stove, microwave, CD stereo, TV/VCR with marine antenna. 110 inverter power, 3-battery system. Sleeps 6. Shows like new. \$19,900. Please call (707) 249-5109.

GREAT DANE 28. Cruise or weekend getaway equipped. Surveyed 10/02. 3-burner stove and oven, heater, pressure water, heavy ground tackle, Excellent sail inventory, refer/freezer, solar panel and large battery bank. Volvo MD2 diesel. Beautiful interior with 6-ft headroom. New bottom paint. See at: <http://www.geocities.com/Inovak5150/grandillusion.html> \$15,000. Please call (530) 795-3942 or email: bill.novak@us.exel.com.

ALBIN VEGA 27, 1975. Swedish-built full-keel sloop. This class gets very high marks from *Singlehanded Sailing* with multiple circumnavigations. Fresh Pineapples, MD7B Volvo and standing rigging. Good condition, good gear, extra sails, documented. \$12,500. Call (925) 229-9859.

CATALINA 25, 1977. New mast, standing and running rigging, roller jib. Includes autopilot, anchor, dodger and weather cloth, cruising spinnaker, marine radio, two batteries and charger, water tank, pump head, holding tank, sleeps 5. \$6,200/obo. Please call (510) 287-9456 or email: nick1on1@aol.com.

CAL 27, 1974. Pop-top. Well maintained. Green. Recently hauled out. Bottom painted, cleaned regularly. New 15 hp Mercury outboard. New halyards. Spinnaker, 2 jibs and main, all in excellent condition. Beautiful wood interior. Very clean. Must sell. Emeryville. \$9,000/obo. Call (415) 647-7489.

29 TO 31 FEET

MOORE 30, 1985. One of five built. Trailer and complete sail inventory. \$28,000. Call (530) 583-9420.

OLSON 29, 1986. Cisco. Excellent racer/cruiser, very good condition. UK racing sails, North delivery sails, adjustable genoa cars, almost new epoxy bottom, electronics, trailer, outboard, original interior components. See on trailer at Brickyard Cove, Pt. Richmond. \$26,000/obo. Gary (530) 583-9132.

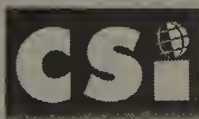
SOVEREL 30, 1974. Fiberglass sloop, cruise ready, well maintained, clean. Draft 3'6", water 50 gal, fuel 25 gal. 20 hp Westerbeke diesel, tiller, autopilots, insulated backstay, new batteries, roller furling, 2 solar panels, headroom, includes trailer. San Carlos, Sonora. \$34,500. Please email: brant@suwa.org or call (760) 944-7443.

SANTANA 30/30GPS CUSTOM OUTFIT. Tall rig. Too many "go fast" gadgets to list. Our trophy shelf is full, so now it's your turn. Don't let this opportunity to own a legend pass you by. Asking \$29,000. Email: cardiotech.larskolshus@verizon.net or call (818) 917-1224. Ask for Lars.



ISLANDER 30 Mk II. Wheel, automatic battery charger, inverter, mast steps. Sail inst. on pedestal, fish finder. \$12,000/obo or trade for Columbia 36 or Catalina in need of repair. Call (707) 235-9107.

NEWPORT 30, 1978. Phase II needs a new home, no time to enjoy her. Very comfortable deluxe interior. 3-burner stove with oven. Good running reliable Atomic 4. 3 jibs, one is a drifter. Self contained head. \$12,379. Call Jene (209) 942-4544.



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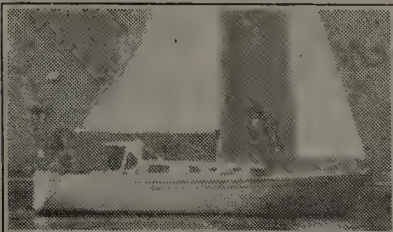
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COLUMBIA 30. Shoal draft keel. *Frolic* is a Puerto Vallarta vet and well equipped. New items are motor, canvas except dodger, roller furling, 135 headsail, mainsail, interior cushions, floor, fuel tank, running lights, bottom paint, the keel removed and replaced with new bolts. Cruising gear includes radar, GPS, exterior shower, bimini, solar panel, 2 autopilots, 5 hp Nissan outboard, 2-burner propane stove with oven, dodger, windlass, 3 anchors, MOB, spinnaker, 2 used mains and several hank on sails. Work done in last 5 years, being hardly used. Mast removed, mast rewired, standing rigging, running rigging. Lots of odds and ends. John (510) 535-2681 or email fralic417@aol.com.

SONOMA 30 ULDB, 1984. 9 bags of sails, 5 new this season. GPS, VHF, stereo. Autohelm rewired this season. Proven winner, 2nd place in HDA this season, PIRRF 108. Trailer. Boat needs deck paint but race ready. \$15,500. (510) 719-9707.



CM 30, 1976. 15 hp Mercury electric start, engine in well. Harken furler, SS dodger, new foam, new fabric, new paint, new mast, propane, 27 gal fuel. \$20,000 invested in 1999. Asking \$12,000. Vallejo. Call (707) 642-0606.

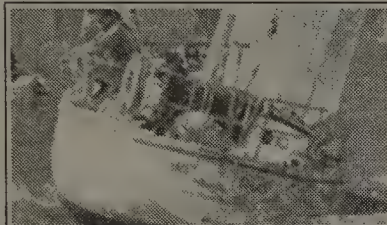
COLUMBIA 30 SLOOP. Sturdy, self-tending jib, gas engine, recent bottom paint, depthfinder, marine radio, galley with fridge, sleeps 6, private marine head. Berthed at Ballena Bay, Alameda. \$9,900. Jim (209) 786-4864.

WINTER SPECIAL LOOKING FOR HOME with continued TLC. \$8,700. Islander 30, 1969. 2-cylinder Albin diesel, solar battery, twin burner propane, refrig/block cooler. New head, foam, upholstery, carpet. Come sail away on a well maintained, fully functional Delta/Bay cruiser. Pics at madworldgroup@hotmail.com Call Mitch (916) 208-8818.

CAL 29, 1970. Cruise ready. Electric windlass, refrigeration, autotiller, 5 great sails, Yanmar new in 1998, VHF, depth, speed and much more. \$13,000. (925) 938-7245 or email: pollodelmar@pacbell.net.

VOYAGER 30 SLOOP. Good Bay and coastal cruiser. Trailerable. \$15,500 or trade for Pier 39 slip. Tri-axle trailer included. Factory spec sheet posted at Website: <http://www.hereintown.net/~jsiehler/Voyager> Call (916) 835-6332.

ERICSON 30 Mk II, 1978. Monitor windvane, R/F. New head and H/T. Inflatable with outboard, lots of extras. Great condition. \$18,900. (650) 506-2729 (days) or (650) 593-9430 (eves).



CATALINA 30, 1981. *Trey Shay*. The most successful Catalina racer on SF Bay. Lots of gear. Prime SF slip. \$25,000. Call (916) 447-1387.

HUNTER 29.5, 1994. Very well maintained boat. Well equipped for everything from a moonlight sail to a weekend excursion to the Delta. Light and spacious, no old boat smell. See at Website: www.captaintuck.com/halcyon Call Tucker (415) 706-0467 or email: halcyon@captaintuck.com.

CATALINA 30, 1979. Reduced price, \$16,500. Mainsail, two jibs, jib club, jib furler. Atomic 4 in good condition, lightweight dinghy, RDF, depthometer. Vallejo Marina. Please call (707) 644-6485 or (707) 747-5140.

NONSUCH 30, 1982. Classic. Famous for ease of sailing and high quality construction, this vessel is in superb condition. She sports lots of extras. If you've ever wanted a Nonsuch, you should see this one. \$48,500. Call (707) 486-7699 (days) or (707) 554-8725 (eves).

FARR 30, 1977. Design 54 #57881. New Yanmar diesel, 200 hours. New #1, #2, 3/4 kite. Faired bottom, keel, rod rigging, custom panel, boom, hydraulic vang. In dry storage since end of 1999. Owner motivated. \$8,500/obo. (310) 608-1860.

ERICSON 31C, 1977. Independence sloop. One owner. Bronze hardware. Lots of teak. Mahogany interior. Low hours on 20 hp diesel. Force 10 diesel, kerosene stove. 40 gal. fuel, 20 gal. water. Traditional styling, modern performance. Dana Point. \$31,000. Call (949) 493-2485.

J/30, 1979 for sail. Perfect family racer and cruiser. Yanmar diesel, autopilot, race winner in ocean and Bay. New \$5,000 bottom and rigging in 1998. 10 bags. Lots of gear and race trophies. Best offer over \$18,000. Call (510) 654-8155 or email: Pacifire@aol.com.

ERICSON 30+, 1984. Well equipped Mexico veteran, Universal 18 diesel, wheel, teak interior, sleeps 6, 25 gal. fuel, 43 gal. water, 18 gal. waste, pressure hot and cold. CQR, 2 Danforths, windlass, chain locker, liferaft, much more. \$32,000. Please call (858) 459-6832 or email: kaukoe@juno.com.

CAL 29, 1970. Perkins diesel, ProFurl, automatic pilot, propane stove, lazyjacks, CQR, Loran C, fishfinder, depthsounder, two compasses, VHF with outside speaker, cockpit cushions, lots more. Well maintained. \$11,500/obo. (510) 236-9100.

ETCHELLS 30, 1985. Hull #667. Built by Ontario. Excellent condition. Trailer, full cover. Lying San Francisco area. For further information call M. Erickson (925) 253-2532.



ISLANDER 30, 1974. Repainted top and bottom 08/00. Jib rebuilt and boom replaced 06/02. Self-tailing winches, roller furling, wheel steering, Volvo diesel, folding prop, alcohol stove, AM/FM stereo cassette, VHS and eight bags of sails. \$19,995. (415) 289-0538 or (530) 305-0434 or email: sailsman51@yahoo.com.

ERICSON 30, 1969. In Alameda. Fin keel, spade rudder, hull sound. Yanmar diesel, never used Pineapple 90% and 120%, dodger, boom gallows, RVG vane, windlass and CQR. Needs interior work. \$6,000. Call (831) 338-3164 or email: Wdsantacruz@aol.com.

FARALLON 29, 1975. Built in Alameda. Stout offshore cruiser or Bay sailer. Fiberglass, full keel, FWC Volvo diesel, 8 opening ports, 6'1" headroom. Lee sails. Easy to sail solo. Needs some TLC. Very well designed and built. \$12,500. Call (415) 847-7415.

CATALINA 30 TALL RIG, 1975. Solid, fresh rigging, diesel, dodger, propane stove. GPS, PSS dripless packing system, radar. Bottom paint done 12/1/01. BBQ, spinnaker, new head, ground tackle. Boat in Alameda. \$20,000/obo. Call Bill (408) 578-5120.



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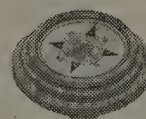
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32 TO 35 FEET

ERICSON 35, 1984. F/B main, R/F genoa, Espar heat. Dodger, MaxProp, 10 years freshwater. Bristol, lying on Lake Pend Oreille, Idaho. \$60,000. (208) 683-7245.



VALIANT 32, 1978. Well maintained. New since 2000: 3 reef main, standing/running rigging, Sailomat self steering, radar, ICOM 502 VHF, Signet knotmeter/log, CD player, 10 CD changer, nesting hard dink, freshwater system. \$50,000. Chris (650) 874-6353 (days) or (650) 244-9772 (eves) or email: chrism_94086@yahoo.com.

CAL 34, 1968. Recent blister repair, new LP, Atomic 4, GPS, radar, depth, dinghy, 5 sails and more. Will deliver anywhere on the West Coast, elsewhere for fee. \$25,000. Call (831) 786-0375 or (408) 375-7405.

SOVEREL 33, 1983. Dismasted, some deck and bulkhead damage. 1 cylinder Yanmar diesel. All sails. \$10,000/obo. Sold as-is, where-is, all faults lying. For info and appointments call (510) 234-7020 or fax (510) 236-3488 or email: bsurvey@aol.com.



PEARSON VANGUARD 32.5, 1963. Documented. Yanmar diesel engine, roller furler, windvane steering, autopilot with remote control. All lines led to cockpit, dodger, VHF, GPS. Located Vava'u, Tonga. \$26,900. Email Jack/Antares: mermaid@kalianet.to or fax Jack/Antares c/o Sailing Safaris: 011 676-70650.

ERICSON 32, 1973. Clean, Yanmar diesel, 4 sails, propane oven, runs great. Good liveaboard. Docked at Santa Cruz Harbor. Asking \$11,000/obo. Moving, must sell. Call John (831) 239-7306.

ISLANDER 32, 1976. Robert Perry design. Good condition, wheel, diesel, roller furling. New head, new standing rigging, extra fuel and water tanks. 10,500 displacement. 4'11" draft. Dodger, diesel heater. A beauty. In Bay Area. \$28,000. Call (916) 698-0325.

SPENCER 35, 1968. Beautiful condition, cruise ready. Liferaft, EPIRB, watermaker, SSB weatherfax receiver, solar panel, monitor windvane. Autohelm, dinghy, new roller furler, GPS, total rerig including chainplates and staylocks. Bottom paint Dec 2001. Documented for chartering. <www.blarg.net/~smithm/boat/index.htm> \$34,900. Make offer. (619) 888-0258.



WESTSAIL 32, HULL 408. The Hum-Vee of pocket cruisers. '94 Pacific Cup vet. Westerbeke 44a, new 2000. New main with Dutchman, radar, dinette floor plan. New canvas including dodger. See at <<http://www.westsail.com/forsale/capefarewell.htm>> \$49,900. Reduced, found house, must sell. Open Brisbane Marina 11/24, 11-5pm. Call John (650) 872-1985 or email: Johnh@pcumail.com.

CORONADO 34, 1968. One of the best coastal cruisers ever built. 2002: Hauled and bottom painted, engine tuned, new freshwater pump, new bilge pump, rebuilt raw water pump, rebbeded stanchions, teak trim revarnished. 2001: Rebuilt cooling system and new spreaders. Rebuilt Swedish Albin AD-21 diesel engine, 1,000-mile cruising range, 130 hours on engine that should last 50K hours. Heavy-duty wiring. Bronze thru-hulls and valves. Mainsail and self-furling reinforced 90 and 120 jibs. Heavy-duty standing rigging. Pedestal steering, six winches, dodger with 1" stainless frame. Fatty Knees dinghy on stainless davits with British Seagull outboard. \$29,000. Call (415) 258-9656.



TRUE NORTH 34, 1980. Very roomy. Heavy displacement cutter, 26,000-lbs, circumnavigation veteran. Yanmar 3QM30, 1,000 hours. Roller furling, radar, diesel furnace. Aries vane, dodger, Autohelm, digital charts, 100 gals fuel and water. Excellent sails. Located La Paz. \$45,000. Call (604) 990-4597.

BENETEAU 32s5, 1989. Only 2 owners. Hauled, bottom painted, engine serviced this March. Roller furling jib, refrigeration, hot water heater, leather wheel, CD stereo, VHF, depth, speed, compass, etc. Great boat for SF Bay. \$55,000. Call (415) 433-0900.

GULF 32, 1989. One owner pilothouse sloop. Great condition. Roomy interior, inside steering. Refit 2000, standing rigging, halyards, thruhulls, furler and more. Reef from cockpit. H/C pressure water, propane oven, windlass. Diesel, autopilot. Mechanically sound, many upgrades. \$57,500. Call (650) 802-0343 or (650) 504-6004 or email: dallfun@attbi.com.

COLUMBIA 5.5 METER. This beautiful 32-ft fiberglass classic's sophisticated sail controls give both club and serious racers a chance to test their growing expertise. With increased interest in one design racing and a crew size of 3, fleets are growing in the Delta and the Oakland Estuary. A National Championship was revived in 2001. Sails (M/J/S) new 2001 plus set of practice sails. Selling due to move. Good condition. \$8,500. Call Steve (925) 462-4891 or email: smchew@aol.com.



HUNTER VISION 32, 1990. Freestanding rig like Nonesuch and Freedom. Newly recut jib, all new cushions and exterior canvas in 1999, new bottom 2001. 27 hp Yanmar, Corian countertops, full instruments, autopilot. Excellent condition. Sail-away shape. Call (650) 345-2149 or email: tom_boles@yahoo.com.

RANGER 33, 1977. Very clean, attractive, fun boat. Redone interior. Atomic 4 runs great. 6 sails. All lines led aft. Wheel. VHF, DS, stereo. Tabernacled mast. Santa Cruz berth. Documented. Great condition. Includes 10.6 Avon with 15 hp Merc. \$20,000/firm. Call (831) 662-3636.

SANTANA 35, 1982. Lightweight, fast, ready-to-sail coastal cruising boat. Volvo diesel. Gimbale alcohol stove/oven. CG approved head. VHF, GPS, LCD sounder. Fully documented. Clean. Reduced for quick sale to \$25,900. (408) 736-2780 or email: wb7ecv@arri.net.

C&C 33, 1975. Surveyed and bottom done Oct. 2001. New head, sink pumps, battery bank and starting battery. Newmar charger and shorepower, 110 plugs. Kevlar and dacron main and jibs, 3 spinners. Atomic 4, wheel. \$19,500. Call (707) 584-4662.

WESTSAIL 32, 1973. Factory finished, 36 hp, oversized rigging, Monitor, canvas, solar. Comfortable, proven vessel. In Sausalito. See at Website: <<http://www.icgrowth.com/amable/>> \$39,000. Call (415) 887-2666.



1968 ANGELMAN SEA SPIRIT. Yanmar 3GM30. 2 sets of sails. Seaworthy, but restoration is not complete. Transferable Moss Landing slip. Asking \$18,000/obo. Scott (408) 590-5576 or (831) 633-5628.

FREE TO GOOD HOME. 35-ft Spitsgatter double-ender wooden sailboat built in Norway in 1946. Engine out, some sails, needs complete restoration, labor of love. Berthed in SF Bay currently. Please call (510) 523-8735 (lv msg).



COLUMBIA 10.7, 1979. Roomy, well equipped and beautifully maintained performance cruiser that's ready to go. Monitor windvane, electric windlass, autopilot, roller furling, wind/speed/depth instruments on binacle, Yanmar diesel, and much more. \$44,500. Call (707) 823-3457 or email: euphonic@sonic.net.

DOWNEAST 32, 1976. Beautiful blue-water cruiser. New Kubota 28 hp diesel, radar, autopilot, solar panels, power windlass, inverter and battery charger. All under two years old. 6'4" headroom, lots of teak, woodburning fireplace. Reduced to \$39,900. Call (949) 836-2274.

COLUMBIA 34, 1972. Bill Tripp design. High freeboard, bubble-top, very spacious interior, sleeps 7. Radar, Loran, VHF, knot, depth, wind, compass, davits, wheel steering. Main with lazyjacks, 3 bags of sails, gimbale stove. \$11,500. Call Stu (510) 526-8758.



LeCOMTE 35, 1971. Good condition. Cruiser/racer, sloop/cutter rigged. Yanmar diesel, 8 sails, roller furling, autopilot, lazyjacks, trim tab, Barlow winches, 55 gal water, two-battery bank. Needs bottom paint, new cushions. \$28,500. Call Tom (541) 301-3431.

NOR'WEST 33, 1979. Hull #11. Chuck Burns design. Built locally. Sailed worldwide. Second owner. Beautifully kept, many upgrades. My plans to cruise have changed but the boat still wants to go. Must see, in Sausalito. Asking \$53,500. (415) 331-5705 or (415) 533-2992 (cell).

NOR'WEST 33, 1977. Built in Alameda. Very well made, stout and sleek offshore cruiser. Fiberglass, full keel, Volvo diesel, dodger, Monitor windvane, watermaker, radar. Fatty Knees, new rigging, tanbark sails. Easy to sail, well maintained. Also, Farallon 29. \$44,000. Call (415) 847-7415.

WYLIE 34 Mk III, 1980. R/F, 16 hp Yanmar, A/P, CNG stove/oven, holding tank. New in 2002: Bottom, triducer, thruhulls, rudder bearings, dripless stuffing box, folding prop, cutless, cushions, bilge pumps, LPU. Many sails/spinnys. Fast is fun. \$35,000. Call (831) 335-2823.

DASH 34 DAVIDSON. Fractional rigged sloop. Fastest, driest, most fun boat you can own for \$24,000. PHRF 93, ghosts like a bandit, sails like a dream. Please call Lanny (916) 606-6774 or email: Harlondo3@aol.com.

36 TO 39 FEET

FRIENDSHIP SLOOP 36, 1985. Newly reconditioned and painted. Beautiful cold-molded glass hull. Knotmeter, refrigerator, VHF radio, full winter cover. \$26,000/obo. Call (510) 793-7489 (eves) or (510) 410-1426 (days).



MOODY 376, 1990. Center cockpit sloop. Built in England to Lloyd's specifications. Furlex in-mast furling main and genoa, cruising spinnaker and storm jib. New electronics include Furuno radar, Autohelm 6000 with wind instruments, GPS and VHF. Diesel heat, new dodger and bimini, new interior and more. \$109,500. Call (310) 678-4764.

BENETEAU 361, 2000. Very low hours. Extras and upgrades include Yanmar 27 hp, ST5000 below decks autopilot, heavily upgraded electrical system with AGM batteries, heavy duty alternator, Freedom 10 inverter, Heart interface, radar, plotter, GPS, Tridata, wind instruments, Ram mike, electric windlass etc. Save thousands over new. For details see Website: <www.members.cox/svraty> Call (619) 231-1622 or email: svraty@cox.net.

ISLANDER 36. Home port Puerto Vallarta, Mexico. New within last 2-3 years: Westerbeke 27 hp diesel with 360 hours, dodger, lifelines, headliner. Also Harken roller furling, wheel, oversized Maxwell windlass, Lewmar opening ports, fish finder, Magellan GPS. Sound boat, shows well. Could use detailing, a little TLC. Price reduced. Must see. A steal at \$28,950. Call (818) 986-8132.

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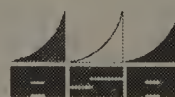
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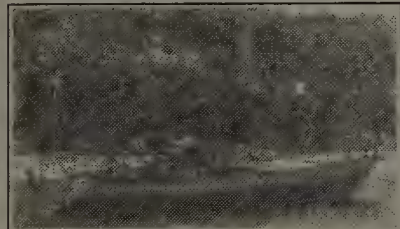
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CATALINA 380, HULL 151, 1999. Extensively outfitted for cruising. B&G instruments and autopilot. Spectra watermaker, ICOM SSB, Furuno radar, Autoprop, Winslow liferaft, Siemens solar panels, and more. Located in San Diego. Asking \$175,000. Please call (619) 840-3275 or email: lingdispo@hotmail.com for equipment lists.

UNION 36 Mk II CUTTER. Refit 2001. Excellent, well engineered, proven bluewater cruiser. 180 gal fuel, watermaker, A/P. Full electronics, solar, wind, gen, refer, SCUBA equipped. Enclosed cockpit, solo op, full canvas. Too much to list. \$105,000. (702) 682-1350 or email: jadestarfist@alo.com.

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CATALINA 36, 1986. Loaded. Diesel, wheel, dodger, 5 sails, Harken furler. New in 2002: Radar, GPS, spars, standing and running rigging, 3 batteries, auto bilge pump. Very clean. Owner transferred. \$59,000. Call (925) 938-1800.



FLYING DUTCHMAN 37. Same builder as Babas. Mexico vet. 1991 engine, 7 sails, full electronics, radar, refrigeration, inverter, solar, windlass. CQR, 300-ft chain, new cushions, beautiful teak interior. 2 boat owner. Must sell now. San Diego. \$39,900/obo. Call (619) 523-8727 or email: svmandarin@nethere.com.

TARTAN BLACKWATCH 37 YAWL. This classic go-anywhere sailboat is ready for cruising. Teak and mahogany throughout, refrigerator, solar, H/C water, SSB, heater, inverter, 2-burner stove/oven, dodger, dinghy and more. Asking \$54,900. Please call Dan (831) 247-8228 or email: dancounts@earthlink.net.

38-FT CHRIS CRAFT SLOOP. Ready to sail, furling jib, gas engine, full galley, private marine head, marine radio, new zincs and bottom paint. Berthed at Pier 39, SF. Financing available. \$19,900. Jim (209) 786-4864.

ENDEAVOR 37 SLOOP, 1979. 12-ft beam, 4.5-ft draft. Perkins 4-108 diesel. Only serious calls please. \$39,500. Call David King (661) 619-1049 (lv msg).

SEE AMERICA'S CUP then sail Fiji, Tonga, Oz. S&S 36, 1988. Lying NZ. Cored hull and deck, windlass, 7 sails, 9 s/t Lewmars. Harken furler, radar, plotter, autopilot, MaxProp. Watermaker, wind generator, weather fax, propane stove, hot water. US\$85,000. After Nov. 8 call 011 64 (25) 659-8133.

DOWNEAST 38, 1976. Traditional full keel cruiser. Rebuilt and repowered in 1995/6 with new rig, sails, Profurl, autopilot, radar, Perkins diesel and much more. New factory windows. Roomy comfortable interior. Excellent condition, sailed weekly. \$54,000. Call (714) 842-4946.

CATALINA 380, 1999, HULL #151. Excellent condition. Extensively outfitted for cruising. Located in San Diego. See Websites: <http://www.geocities.com/svlilia> and <http://www.angelfire.com/cantina/svlilia> Asking \$175,000. For equipment list call (619) 840-3275 or email: lingdispo@hotmail.com.



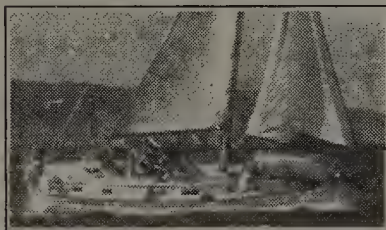
BENETEAU FIRST 35S5, 1990. Beautiful condition. 2 mains, 3 headsails, spinnaker, Nexus instruments, upgraded traveler and running rigging, Volvo 28 hp, feathering Maxprop. New boat coming, must sell. \$68,500. Call (707) 748-7288 or email: bhyde@aaahawk.com for details and photos.

WATKINS 36, 1982. Center cockpit sloop. Huge cabin for liveaboard or cruising. Perkins 50 hp diesel, low hours. Great wood interior, sleeps at least 6. All cruising amenities. Hard-to-get slip goes with boat. Slip G17, Monterey Marina. See Website: www.dnlco.com/wildfire \$65,000. Call (925) 376-3826.

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37-FT STEEL VAN DE STADT. Fast bluewater cutter. Hull professionally built. Loaded for long distance cruising. Please, serious inquiries only. Leave address for spec sheet. \$29,000. Out of country first half of Nov. Please call after Nov. 15. Call (310) 374-0101.

PACIFIC SEACRAFT 37, 2000. Fully equipped voyagemaker in pristine condition. Hard dodger, roller furling jib, full batten main, removable inner forestay, hank-on staysail, 130% genoa, Yankee, whisker pole, running backstays, storm sail track, internal halyards, lazyjacks, upgraded winches, mast pulpits. Bimini, deck wash, cockpit shower, radar/chartplotter, GPS, VHF, full B&G instruments, B&G autopilot. Yanmar 51 hp, high output alternator, Racor filter, auxiliary fuel tank. AGM batteries, refrigeration, Alpenglow lighting, cabin fans, SSB ground system. Positive latching cabin sole hatches, extra overhead cabinet in galley. Lighthouse windlass, 55# Delta, 250-ft chain. Fortress FX23, 200-ft nylon rode/chain. 6 hp outboard, engine hoist, 10'6" Achilles. EPIRB with GPS, safety equipment, much more. 10-year hull warranty. \$244,900. Serious inquiries please call (408) 674-1627.



PEARSON 385, 1984. REDUCED. Immaculate, center cockpit, 44 hp Yanmar, radar, A/P, GPS, roller furling, refrigeration, wind generator, dodger, 2 state-rooms, 2 heads, inverter, 45 gal fuel, 170 gal water. \$82,500/obo. For complete inventory and photos call (209) 996-6216 or email: watermanjk@pocketmail.com.

PACIFIC SEACRAFT. LOA 36', LOD 31'. Refit for cruising 1999. New: Yanmar engine, 650 hrs; generators: diesel, wind, solar; mast, boom, sails: cutter, storm, spinnaker; Monitor windvane, watermaker, radar, SSB, chart, liferaft. \$79,000. Specs: <www.geocities.com/ab6wj/Hckey-Pokey.html> Call (510) 387-7956.

PEARSON 37.5, 1990. Immaculate. Located in the marina in Monterey, CA. The slip is available thru the Harbor Master's office with purchase. This Pearson is fully equipped with all the creature comforts you could want. Large double-island bed in forward compartment, air conditioning/heating system, hot and cold running water, fully enclosed shower, stereo, TV, VCR, Lexan head, microwave, ice box with refrigeration, propane 3-burner stove and oven. Storage space, nav station, radar, Loran, autopilot, AC / DC electrical control panel, AC converter, generator, two anchors, fin keel, blister block gel coat. Pedestal steering, power anchor windlass, roller furling jib, full batten main, Lewmar self-tailing winches, 34 hp Yanmar diesel, plus much more. Selling price \$115,000. Call (408) 210-5518.



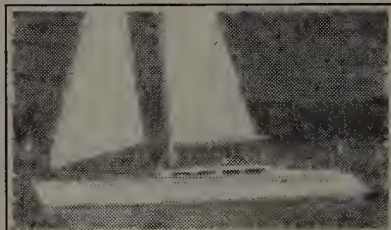
HALLBERG-RASSY 39, 2001. Category A ocean cruiser with Lloyd certificate. Brand new condition. Avoid waiting 2 years for a new one. Comprehensively equipped for offshore cruising, over \$50,000 in extra options. Details at: <www.zipworld.com.au/~marek/boat/boat.html> Private sale. \$300,000. Serious buyers please call (604) 720-4122.



CATALINA 38, 1984. Exceptionally clean and well maintained. Low engine hours, new Raytheon electronics, sound system, dodger, new cockpit cushions, self-tailing winches. New main, roller furling jibs, Garhauer rigid vang. Photos at Website: <http://catalina38.homestead.com> \$55,500. Call (415) 331-0489.

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LANCER 40, 1984. Huge center cockpit sloop. 2 state rooms. New 59 hp Volvo Penta 1998. Liferaft, dinghy with motor, 24-mile radar with GPS interface. Currently drydocked Napa. This Baja vet makes for an excellent liveaboard/short-handed cruiser. \$68,000/obo. Please call (415) 215-5121.



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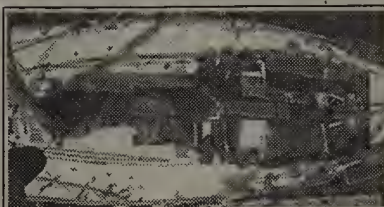
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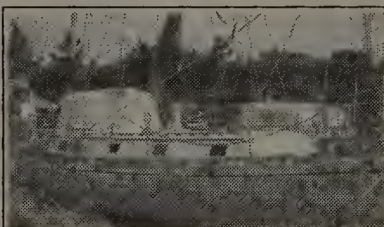
WAUQUIEZ CENTURION 45, 1994. Performance cruiser, Bristol condition. Fast, comfortable sloop, easily shorthanded. New electronics 2001: Icom SSB and VHF's, Furuno radar and GPS, Raymarine 7000 autopilot and instruments. Blonde Burmese teak interior, 3 staterooms, 2 heads with showers. Harken ProFurling, Perkins Prima 50. Full Sunbrella covers, Alpine stereo with 6 CD changer, Bose speakers. Dink: Achilles 11-ft with Honda 15 hp 4-stroke, kayak. Elegant, strong, fun. Joy to sail. Fairly priced at \$179,000. For info or to make offer, please email: jdevito@there.net or call (510) 435-7885.



OHLSON 41. A classic design that is fast and strong with a steel hull. Cruise equipped with autopilot, windvane, liferaft, Ham/SSB, radar, inflatable, outboard motor. \$60,000. For details and pictures see Website: http://www.geocities.com/curt_muehl/

CATALINA 400, 1999. Loaded, professionally maintained, lightly used and reasonably priced. \$175,000. Call Frank (831) 247-9021 or email: Sailor154@aol.com.

45-FT STEEL KETCH, 1995. Veteran cruiser, custom built, U.S. documented. Diesel motor, generator, autopilot, SSB, radar, GPS, plotter, much more. Great boat, excellent price. \$95,000. Please call (360) 330-0637. Leave name, address, email and will send equipment list, photos, appointment for inspection or email: SVTOPLESS@yahoo.com.



GULFSTAR 50, 1978. Center cockpit ketch, comfortable world cruiser, great 2 bedroom, 2 bath liveaboard. 65 hp diesel, 15kw generator, radar, SSB, vacuflush onboard treatment. See it at: http://www.geocities.com/alan_winslow/ \$115,000. Email: alan_winslow@yahoo.com.

BENETEAU OCEANIS 445, 1994. July '01 survey, copy available. Estimated market value \$165,000. Regularly upgraded and maintained. Extensive retrofit September '02. US documented. Furling main and jib plus asymmetrical spinnaker. Light, airy, rare 4-stateroom layout. Comprehensively equipped for cruising. Call (707) 963-4406.

GULFSTAR 50, 1977. Center cockpit ketch. Large engine room, radar, Robertson autopilot, Lighthouse windlass, Harken furler. Little Wonder 8 gph watermaker, LectraSan waste treatment system, GPS, windvane. Loaded and ready to cruise. \$102,000. (209) 795-7904 or email: jemrfy@yahoo.com.



BRUCE ROBERTS 44 STEEL KETCH, 1984. Professionally built, circumnavigated. 253 Detroit diesel with V-drive, Aries windvane. Located in Hawaii. Must sell. Willing to deliver. Asking \$45,000. Please call (808) 384-6403 or (808) 384-6504 or email: dbaker38@aol.com.

BAVARIA OCEAN 42, 2001. LOA 44-ft. Gorgeous center cockpit yacht, better than new condition. 59 hp Volvo, furling main, 2x electric Harken winches. For details and pictures see Website: <<http://www.norsk-seiler.com>> (510) 282-4451 or email: norsk_seiler@yahoo.com.



WAUQUIEZ AMPHITRITE 43, 1982. Elegant liveaboard. French-built center cockpit with flush deck. This is an exceptional offshore cruising ketch. Architects: Holman & Pye. Design: Edward Dubois. Berth: San Diego. World class \$149,000/obo. Email: TobinFun@msn.com for photos/details.

LaFITTE 44, 1982. Bob Perry design, 2 cabins, 2 heads. New Ullman cruising Spectra sails, cutter rigged, new roller furling. New windlass with cockpit/foredeck hand control with chain counter. New instruments and repeater at Nav station, new GPS chartplotter interfaced with new B&G autopilot. New water maker, never used. Wind generator, shaft generator, 12v refrigeration, engine driven refrigeration. Asking \$165,000. Ray Danet (760) 802-4914.

CHALLENGER 40 SLOOP, 1974/97. Mexico vet. Masthead rig, fin keel, skeg-hung rudder, 10 sails, A/P. Excellent liveaboard/cruiser with full canvas, aft cabin, large galley, lots of storage, refer, microwave, separate head/shower. Lying San Diego. \$42,000/obo. (619) 222-6479 or email: pjzirkle@earthlink.net.



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COLUMBIA 43, 1971. Perkins diesel. Great sailer, even better liveaboard with upright fridge, brand new galley and sinks, washer/dryer. Fireplace. Fresh deck paint and varnish, more teak than any sistership, fresh canvas and cockpit cushions. Ventura. \$55,000. (805) 642-6252 or email: KQArthur@aol.com.

J/V 45, 1993, OLE. Carbon fiber racing machine. New sails in 2000 plus many more. Lots of spare gear including spare mast. \$45,000/obo. Call (410) 267-9420.



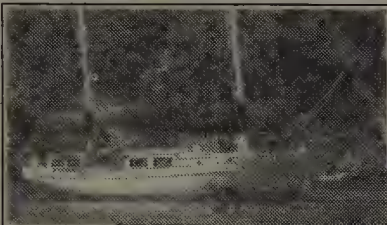
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49-FT DUTCH STEEL KETCH. Center cockpit. Aluminum masts, new 90 hp Perkins diesel, Gibb 2-speed winches, 12v windlass, GPS, radar, fridge/freezer. Just hauled, refit. Good condition. Comfortable, strong, beautiful. \$65,000. For information/photos email: boatacious@hotmail.com.

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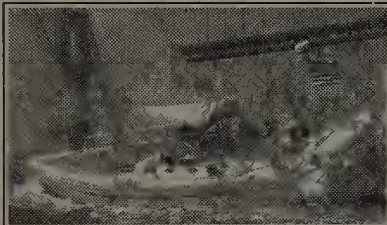
ISLAND PACKET 40, 1994. Bay Area. Excellent condition. Fully cruise equipped. Spectra watermaker, 2 A/Cs, Windbugger, 2 solar panels, ICOM SSB, Raytheon radar on arch, B&G network, liferaft, stereo, Avon dinghy, more. \$239,000. Call (209) 727-5165 or email: jbaker1530@aol.com.

TARTAN 40, 1989. Beautiful, strong performance cruiser. Kevlar hull, scheel keel, cutter rigged, hard dodger, refer/freezer, radar, Ham/SSB, GPS, autopilot. Inverter, watermaker. Located SF Bay. Reduced \$20K to \$139,900. Complete specs at <www.geocities.com/obsessionSV> Please call (541) 746-0104 or email: svobsession@hotmail.com.



CT 41, 1972. Center cockpit ketch. Westerbeke 50 hp diesel. Two staterooms with heads, 6'6" headroom, VHF, depth and speed log, radar. Roller furling jib. Beautiful liveaboard or sturdy offshore cruiser. \$50,000/obo. Call (707) 747-0722 (eves) or (510) 385-5031 (days).

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HUNTER LEGEND 45, 1988. 10 years in freshwater. Alaska vet, ready for Mexico. Exceptionally clean, no odors. Forward Pullman queen bed, aft stateroom with king size bed. 2 heads/showers. New: Watermaker, dodger, canvas, upholstery, custom dinghy launcher/holder, sunshade, GPS/plotter and electric windless. Radar, diesel heater, 4.5kw Northern Lights genset, inverter, 600 amp hour batteries, solar panels, dinghy on stern mount, varnished interior. Much more. \$125,000 or trade for smaller late model, clean sailboat. (916) 315-1975.

40-FT FERRO CEMENT CUTTER. Sails and mast, no chainplates. Needs work. Some interior, galley, bunks, flooring. \$5,000. Call Mike (925) 766-4421 or (925) 210-3031 (lv msg).

CAL 40. Clean. New roller furling, teak cockpit, sail cover, dodger, elliptical rudder. Holding tank, diesel heater, head, stove, instruments, feathering prop. Two Harken electric self-tailing winches with AGM batteries, Dutchman. Plus oak cabin sole, Alpha 3000, Perkins 4-108, H/C water, reefer, good sails. \$68,500. Call (415) 461-1145 (hm) or (415) 302-7490 (cell).

SWAN 41, 1976. Sparkman & Stephens design. Excellent condition. North sails, Perkins 41 hp diesel, central heat/AC, refrigeration, custom V-berth and nav station, autopilot, electric windlass, and GPS. SF Bay Area. \$115,000. (415) 377-1964.

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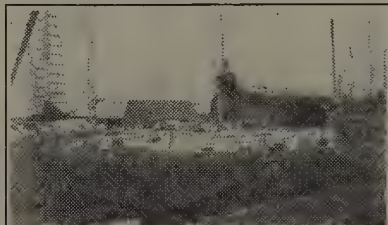
LIBERTY 458, 1983. 46-ft cutter, aft cabin, den with double bunks, 2 heads, center cockpit, windshield, full enclosure, new Hood Vectran fully battened main with roller furling headsails, diesel heater, washer/dryer, liferaft, watermaker, GPS, SSB, weatherfax, radar and more. See Website: www.emard.com. \$179,500. Call (415) 383-8122.

KELLY-PETERSON 44, 1981. Fully equipped, center cockpit, cutter rig cruiser. 2 staterooms, 2 heads. One of the newest K-P 44s ever built, with factory installed structural extras. Brand new inverter/charger system, 24-mile radar, GPS, Ham/SSB, VHF, 406 EPIRB, liferaft, 2 autopilots, Spectra watermaker, 11-ft RIB dinghy, 15 hp Yamaha. Sellers motivated. Reduced to \$102,000. Lying Emeryville. Please call (510) 841-7959 or email: robinrand@earthlink.net.



1976 NEW ZEALAND BUILT STEEL YAWL. 40' LOD, 47' LOA. South Pacific vet. Sails in good condition, draft 4'6". Very stable in rough weather, spacious, and good natural light. Tabernacle mast, bronze self-tailing winches, power cap stands at both ends. Six-cylinder Ford Industrial diesel engine, 400 gals fuel, 200 gals water. Heavy ground tackle. Recent epoxy bottom. SS Band, VHF, radar, autopilot, DS, propane stove, Paloma on-demand hot water. 3-way Norcold fridge, Antarctic diesel heater, shower, pressure water system, holding tank with pumpout. Many other extras. See Website: <www.jarvismacray.com/sunshine/> Reduced to \$35,000/obo. Call (510) 504-7999 or email: webesunshine@aol.com?

CT 41 F/G KETCH, 1973. William Garden design, Taiwan-built, full keel, comfortable liveaboard. Possible liveaboard slip in Alameda. Perkins 4-108 diesel. Must sell. \$38,500/or best cash offer takes it. Call (408) 390-4080.



CRUISE OR LIVE ABOARD. S&S Comanche 42, 1970, like Hinckley 40. Chris Craft built semi-custom ocean cruiser/racer, f/g, bulletproof, fast, recent refit, new rig, profurl, anchor gear, sails, interior, electrical, dodger. Strong Perkins diesel. \$55,950 or partnership. Also, Cascade 36 for sale. (415) 331-7576.

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44-FT CARIBBEAN SAILING YACHT, 1977. 62 hp Perkins, South Pacific vet. Many custom features in and out, windvane, autopilot, sailing dinghy, great cockpit. Nice aft cabin with double, full shower, 2 heads. Excellent cruising cutter. Located SoCal. \$89,000. (360) 966-7374 or email: nashira_sail@hotmail.com.



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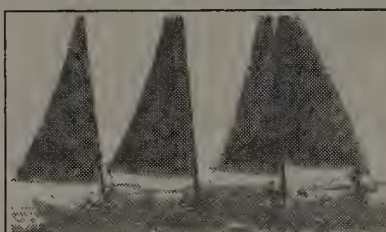
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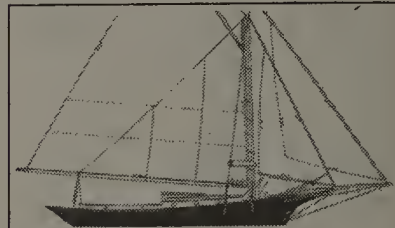
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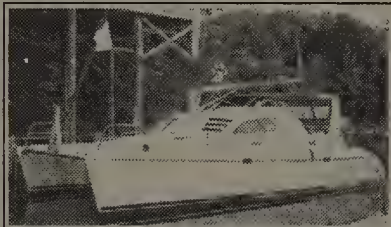
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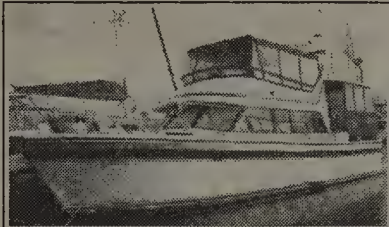
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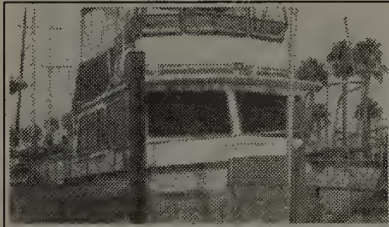
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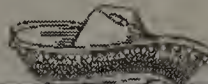
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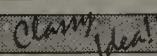
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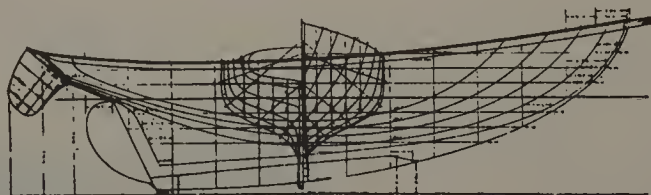
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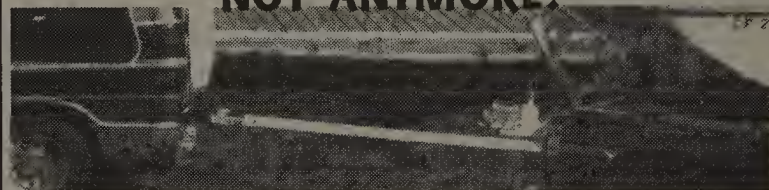
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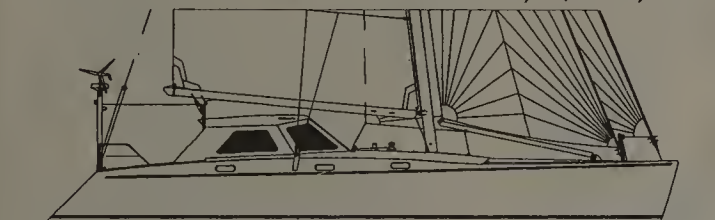
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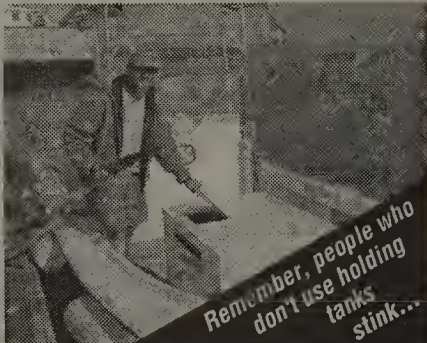
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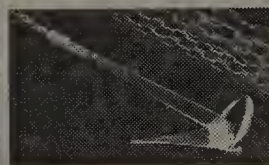
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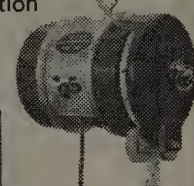
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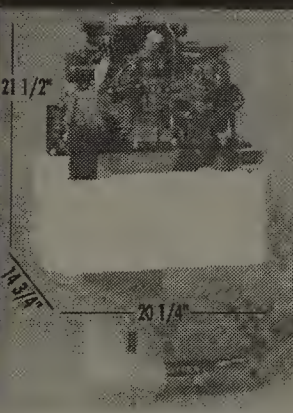
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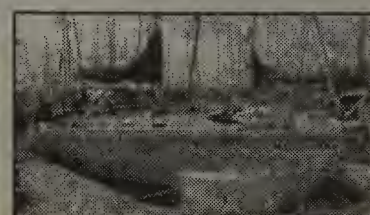
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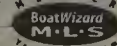
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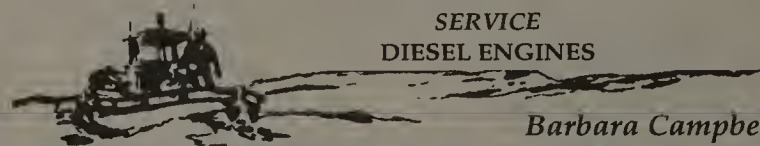
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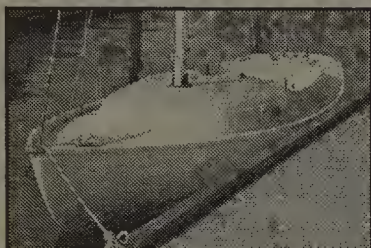
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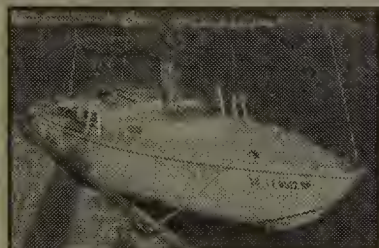
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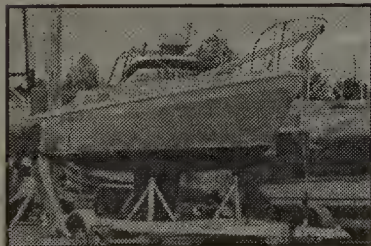
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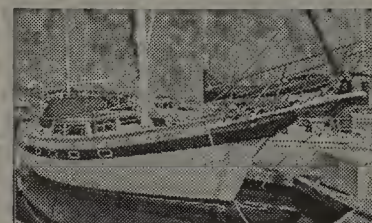
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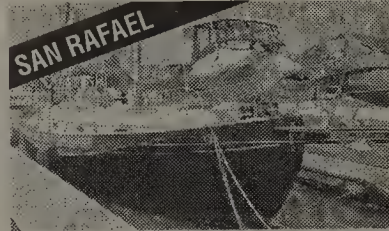
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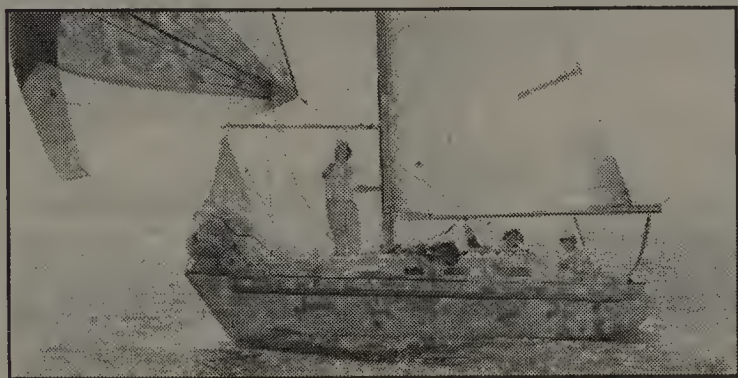
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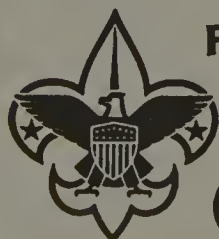
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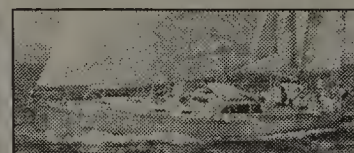
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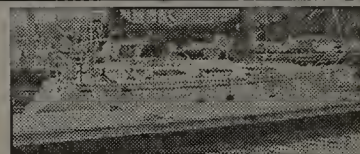
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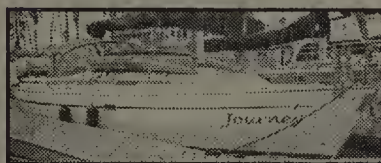
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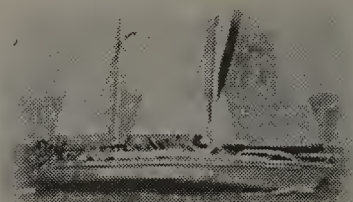
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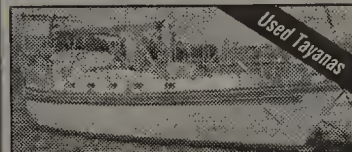
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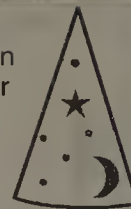
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50' GULFSTAR, 1977

Much recent work, including resteped and LPU'd masts/booms, reworked Onan 7.5kw gen, new shaft, PSS dripless packing gland, bottom pointed, etc. Tremendous value, compare to others on market. **\$114,000**



See at:
www.marottayachts.com

38' WAUQUIEZ HOOD, 1982

Exceptional European-built performance cruiser, the French equivalent of a Swan. This particular yacht has never been cruised and is Bristol inside and out—spacious interior done in rich oiled teak and tasteful dark blue fabric, and shows as new. Beautiful teak decks in fine shape, as is bottom and topsides. **\$99,000**



NEW LISTING

See at:
www.marottayachts.com

32' HUNTER 320, 2000

The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay. Transferable Sausalito Yacht Harbor slip. **\$79,000**



NEW LISTING

See at:
www.marottayachts.com

29' HUNTER 290, 2000

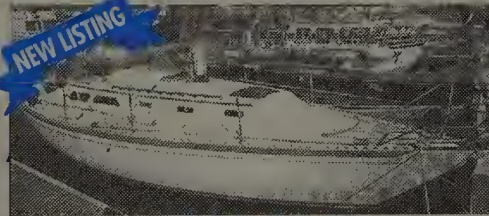
For a boat this size, the Hunter 290 offers an amazing amount of space both above and below decks and was one of *Boat* magazine's "10 Best" for 2000; this particular boat is lightly used (only 57 hours on Yanmar diesel), well equipped and shows as new. **\$62,000**



See at:
www.marottayachts.com

36' C&C, 1979

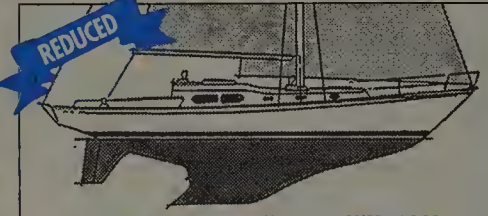
This well-found racer/cruiser is immaculate, shows more like a boat from the 1990s than actual age! Much updated equipment, new interior, new electronics (including radar), new running rigging, repowered with Yanmar diesel in '96. Fixed keel, roller furler, dodger, wheel steering. **\$59,900**



NEW LISTING

36' ISLANDER, 1983

With almost 800 launched, the Islander 36 has proven to be one of the most popular 36' sailboats every built, and this particular late-model vessel is VERY clean overall and her oiled teak interior shows as new. Also low hours on diesel engine, Harken roller furler with keel-stepped mast, updated rig, galley looks like it's never been used. **\$59,500**



REDUCED

42' SPARKMAN & STEPHENS DESIGNED SLOOP

Lovely U.S.-built fiberglass classic from the renowned Sparkman & Stephens! In outstanding shape, with many significant upgrades including new LPU point, refinished interior, rewired, replumbed, updated electronics, new batteries and charger, new standing rigging and recently installed diesel engine. **\$54,000**



NEW LISTING

See at:
www.marottayachts.com

27' CATALINA 270, 1993

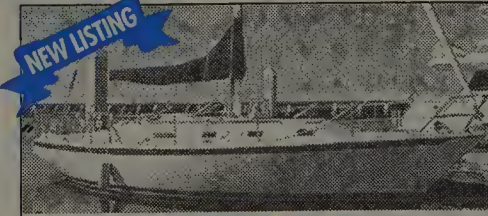
Vessel shows AS NEW and is the Luxury Edition (LE) of this model, which has upgraded components throughout, including oil covers, cockpit cushion, deluxe fabric, custom curtains, hot/cold water propane stove, etc. Full bottom moor with Dutchman flogging, 130% jib with Hood roller furler. Perkins 18hp diesel. GREAT condition! **\$34,500**



See at:
www.marottayachts.com

30' TARTAN, 1983

Sparkman & Stephens designed racer/cruiser in great shape—lightly used since new 1996, renewed rigging, updated electronics, diesel engine runs like a top, bottom barrier coated, roomy below with new furnishings. Transferable to Sausalito Yacht Harbor slip. **\$26,000**



NEW LISTING

35' ERICSON MKII, 1971

The Bruce King designed Ericson 35 is an affordable fiberglass aft-cockpit classic with a hand laid FRP hull, moderate draft, swept-back fin keel and semi-balanced spade rudder. She was produced essentially unchanged for almost 25 years, a testimony to the designer's talents. **\$22,500**

100 BAY STREET • SAUSALITO • CALIFORNIA 94965



47' TAYANA, 1991.
Center cockpit,
2 staterooms, aft queen,
forward pullman,
cruise equipped,
Robert Perry design.
\$265,000.

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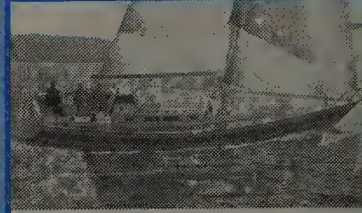
43' MORGAN, '85. Center cockpit. Master stateroom, shower & tub. Sloop rig. New electrical system, autohelm, radar. \$115,000. Motivated Seller!



38' CHEOY LEE KETCH, '78. Beautiful lines, vessel in great shape. Priced to sell at \$49,900.



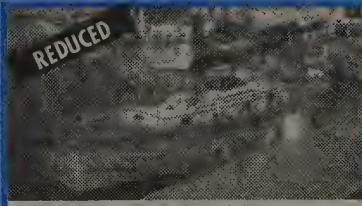
46' SPINDRIFT, '83. Similar to KP 46. Meticulously maintained. Dork Blue hull. Teak decks. Beautiful inside and out. Well equipped. Reduced to \$175,000.



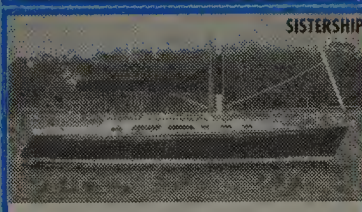
44' NORSEMAN 447 AC '80. Many custom features. Cruise equipped, Robert Perry design. A lean clean cruising machine. Asking \$185,000.



44' CHERUBINI, '80. Bristol has been continually upgraded. She is the only one on the West Coast. Built in America. \$450,000.

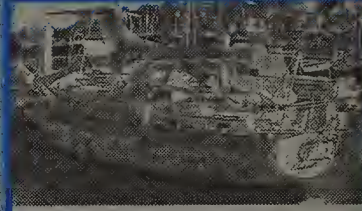


40' BABA, '83. Great layout below, 2 staterooms, beautiful woodwork. Roller furling headsail, well maintained, Monitor windvane, Icom SSB, AP. \$149,000.



40' SABRE 402, '96. Like new. Loaded with gear. Fabulous galley. Soils like a dream. Top Quality. \$269,000.

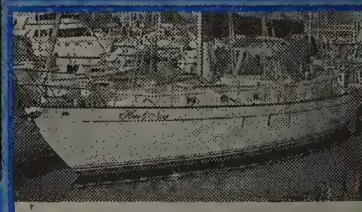
SAIL		REDUCED		REDUCED	
57' Bermuda Ketch	'75 79,000	35' Warrior	Reduced 22,500	50' Chris Craft	'60 69,000
54' CT	'74 157,000	35' Santana	'79 32,000	49' Steel commercial vessel	220,000
54' Roberts (steel)	'83 260,000	35' Island Packet	'92 149,000	45' Chris Craft	'62 59,900
51' Beneteau	'87 125,000	35' Tradewinds	'84 88,000	45' Carver	'00 439,000
50' Gulfstar MKII	2 from 112,000	35' Chris Craft	2 from 26,000	43' Commercial SF cert.	'85 Inquire
50' Kettenburg	'63 70,000	35' Rafiki	'80 59,000	42' Grand Banks	'67 89,900
48' C&C LF	'80 159,000	34' C&C	'85 39,500	42' Uniflite	'80 109,000
47' Northwind	'85 199,000	34' Catalina	'86 56,000	40' Marine Trader new eng.	'79 84,900
45' Freedom	'91 244,000	33' Hans Christian	3 from 99,000	40' Owens	'64 26,000
45' Liberty 458	'83 198,000	33' CSK	'65 18,900	40' Bluewater	'80 65,000
45' Hunter	2 from 122,000	33' Norwest	'77 55,000	38' Chris Craft SF, new dsis.	'65 49,900
44' Swan 441, refurbished	'79 209,900	32' Pearson Vanguard	'63 29,500	38' Calliforian	2 from 59,000
44' Christian motorsailer	'67 44,000	32' Herreshoff	'88 45,000	38' Matthews	'39 59,950
44' Peterson	'81 115,000	32' Westsail	'79 60,000	38' Mediterranean	2 from 158,000
43' Morgan	'85 115,000	31' Pacific Seacraft Mariah	'80 80,000	38' Holiday Mansion	'89 35,000
43' Gulfstar	'76 89,900	31' Sea Runner trimaran	'78 27,500	37' Carver	'94 189,900
43' Wauquiez	'82 159,500	30' Hunter	'90/'92 35,000	36' Swanson	'38 28,000
43' Hans Christian	Reduced 165,000	30' Catalina	'77 18,900	36' Uniflite	'77 35,000
43' Spindrift PH	2 from 95,000	30' Cal	'69 15,000	34' Chaparral	'92 34,500
43' Serendipity	'81 86,500	30' Lyle Hess NICE	'97 145,000	34' Sea Ray	'86 56,000
43' Endeavour	'81 175,000	29' Ericson	'73 18,000	34' Silverton	'90 79,000
42' Custom Schooner	'72 39,000	29' C&C	'86 24,000	34' CH8	'72 59,900
42' Lu-kat	'00 299,000	28' Hunter	'00 65,000	33' American Marine	'73 69,900
42' S&S	'70 57,500	28' Tradewinds	'67 24,500	33' Jeffries	'52 39,000
41' Sea Tiger	'73 59,900	28' Islander	'78 25,000	32' Bayliner 3270	'86 52,000
41' Jeanneau	'86 110,000	28' Jensen	'60 22,000	32' Grand Banks	'68 50,000
39' Cal	'82 77,500	28' Hunter	'96 39,500	32' Nunes	'36 25,500
38' Cheoy Lee	'78 49,900	27' Newport	2 from 12,000	32' Tolly Craft	'64 26,500
38' Downeaster	2 from 55,000	65' Pacemaker cert. 49 + bus	'72 499,900	32' Grand Banks	'73 47,000
38' Morgan 381	'93 129,500	60' Hartog	'84 99,000	31' Chris Craft	'01 89,000
38' Morgan	'79 52,000	58' Spindrift	'85 319,000	29' Wellcraft	'85 29,750
37' Rafiki	'77 75,000	57' Burger (alum flybridge)	'82 450,000	29' Silverton	'85 26,000
37' Islander	'86 65,000	57' Chris Craft	2 from 155,000	28' Penn Yan	'80 22,500
36' Cape George NICE	'90 152,000	56' Fellows & Stewart	'27 55,000	27' Grady White	'98 85,000
36' Islander Freeport	'79 65,000	55' Stephens	'58 199,000	26' Clipper Craft	'86 11,500
36' Islander	'75 39,000	53' Carver	'99 600,000	25' Bayliner	'85 16,500
36' Custom Schooner	'72 39,000	53' Halteras convertible	'72 249,000	25' Skipjack	'84 14,000
36' Hunter	'80 31,900	52' Hershine CMY	'85 274,500	23' Blackman	'81 38,000
35' Hunter	'91 59,500	52' Libertyship	'60 110,000	22' Grady White	'88 28,000
35' Cheoy Lee NICE	'79 64,500	50' Stephens	'66 164,900	21' Sportfisher	'74 8,750
35' Ericson	'79 33,000	50' Kha Shing flybridge MY	'84 179,000	20' Pac City Dory	'75 10,000



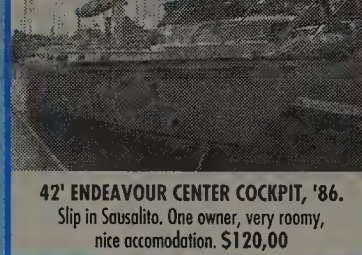
37' IRWIN MkV, '80. Completely cruise equipped, roomy center cockpit, liveable. Ready to go south. \$54,900.



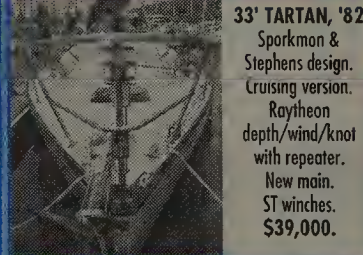
33' HANS CHRISTIAN, '89
Yanmar low hours, beautiful interior, satin finish, radar, A.P., roller furling, dinghy. Asking 124,900. 2 other 33s, both at 99,000. 43 HC, '82 Asking 165,000.



48' CELESTIAL, '86
Center cockpit, repowered Yanmar, hord dodger, no teak decks, \$159,000.



42' ENDEAVOUR CENTER COCKPIT, '86.
Slip in Sausalito. One owner, very roomy, nice accomodation. \$120,00



33' TARTAN, '82
Sparkman & Stephens design. Cruising version. Raytheon depth/wind/knot with repeater. New main. ST winches. \$39,000.



36' PEARSON 365, '78
Super clean. New upholstery. Westerbeke diesel with low hours. New refrigeration. Heart inverter. Autopilot. \$55,000.



41' KETTENBURG, '66. One of Paul Kettenburg's first fiberglass boats. Universal diesel, traditional Honduran mahogany interior. \$39,500. Also 50' '63 at \$70,000.



65' MACGREGOR, '86
Very well maintained, hord dodger, Max prop, newer interior. Priced to sell at \$109,000.

37' IRWIN, 38' MORGAN, 38' DOWNEASTER, 38' CHEOY LEE



GERONIMO, LANCER 30 MkV, '80
ABC Yachts and the Crew of Geronimo 2002 CYC Division III, 1st Place Winner. Boat now in S.D. for 2002 Bajo Ho-Ha. C&C Design. Asking \$25,000.

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33' CHRIS CRAFT EXPRESS. Twins, flybridge, pilot-house, radar, AP, GPS, all glass, ideal family cruiser/sportfisher. Very nice condition, more! Ask \$29,000.



TRADEWINDS 33' MOTORSAILER. Copper riveted teak, dsl, canvas enclosures, full galley, sparkling varnish. STUNNING BEAUTY, great cruiser! \$34,500.



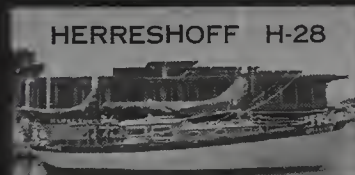
45' STEPHENS CLASSIC RAISED DECK CRUISER. Beautiful condition! Twin 120 HP Chvy. Crowns. 11' beam, p.o. cedar, bronze. She's an extra nice & well-loved Classic Yacht & a crowd-pleaser. Asking \$90,000.



36' FRIENDSHIP SLOOP. Excellent Earl James Co. fiberglass construction. Lead keel, o/b, galley. Beautiful traditional lines, sleeps 4, sails great, turns heads wherever she goes. Asking \$26,000.



30' CATALINA SLOOP. Diesel, double lifelines & pulpits. Nice & clean example of one of the most popular designs afloat. Comfortable & fun! Asking \$27,200.



31' LOA H-28 KETCH. L. Francis Herreshoff's legendary full keel cruiser. Spinnaker, I/B, AP, head, galley. Mahogany on oak, lead ballast, full cover, BEAUTIFUL! Asking \$22,000.



32' CORONADO CENTER COCKPIT sloop, diesel (130 hrs on clock), very roomy. Wm. Tripp design, glass, wheel, 5 bags Hoad sails, shower & more. Unusually clean & well maintained. Asking \$29,500.



29' WELLCRAFT EXPRESS CRUISER in EXCEPTIONAL CONDITION. Much sought after model, trim tabs, twin 230hp Mercruiser V-8s, swim plat. Outriggers, galley, shower, much more! Asking \$27,950.



36' GRAND BANKS TRAWLER. Twin dsls, new gen set, flybridge, GPS, radar, dink, aft canopy, more! Modified for Alaskan service. Lots of gear, much new. A BARGAIN! Asking \$49,500.

SAIL

68' PILOT CUTTER "AEOLUS", Big, trad. racer, rebuilt 1990. Must see! 99,500

66' STA'S L SCHOCK/BOEING SCHOONER, 1934. Rebuilt just completed. Some refit left. Dsl 150,000/offers

55' LESTER STONE Classic Yawl, 1910, dsl, lots equip., great cruiser Ask 44,000

51' LESTER STONE Traditional Ketch. Just rebuilt, dsl, SUPER BOAT. Ask 97,500

48' OA, 36' 00, Classic 1937 Goff yawl, dsl, warmth & charm Ask 30,000

43' DUTCH STEEL PH KETCH, dsl, dual helms, lots done, some more to do .. 59,000

43' LOO, ALOEN SCHOONER at Lake Tahoe. 1931, teak decks, dsl, more. Charter business opportunity. Asking 55,000

41' BLOCK ISLAND CTR. Osl, roller furl, wheel, Obl-ended, Beaut. interior, tough cruiser w/great potential Ask 49,500

40' CAL, dsl, spinn, dodger, wheel, 12 bags sails & more! Very clean Ask 39,000

40' KETTERBERG sloop, dsl, clean 26,000

40' SANTA CRUZ prototype, looks like new! perform/cruise, new dsl, ++ 75,000

39' TRADITIONAL DANISH KETCH, double-ended, dsl, copper riveted, wheel, priv. stateroom. A big, strong Scandinavian looking for love 34,500/offers

36' SAM CROCKER CLASSIC SCHOONER, by Boston's LAWLEY YARD. Osl. Great lines & layout. A winter project worth doing & is operational now. WONDERFUL BARGAIN at Asking 6,900

36' PACIFIC SEACRAFT CTR, strong, loaded, dbl-ended cruiser Ask 80,000

34' ANGELMAN Sea Witch ketch, dsl, wheel, AP, traditional beauty Ask 24,950

34' NICHOLS cruising sloop, I/B .. 12,000

33' RHODES WINDOW, famous design, sloop, I/B Asking 12,000

32' WESTSAIL CTR, F/G, dsl, more 37,950

32' ISLANDER SLP. Osl, nice & well equipped Asking 32,500

31' MOTORSAILER, center cockpit, '54 Sweden, dsl, fireplace, more. Ask 20,000

30' BIRLO class sloop, classic, well-found, GREAT condition, w/fresh O/B 9,600

30' GARDEN Bristol Channel Ctr .. 11,500

30' CAL 230, sloop, dsl Asking 22,000

30' MORGAN 30-2 performance cruising sloop, I/B, very clean 22,000

30' CHEO Y LEE Bermuda sloop, riveted teak, much recent work, O/B. Asking 9,500

29' PHIL RHODES sloop, priv. boat Ask 6,000

27' HUNTER sloop, dsl I/B plus O/B, roller furling, more! Nice boat. Ask 12,000

26' S-2 SLP Osl, glass center cockpit, aft cabin, Avon & mtr & more. 17,500/ask

26' THUNDERBIRD sloop, O/B, race equipped, full cover, good fun/starter boat & a BARGAIN at ... Asking 1,500

24' EO MONK, Sr., classic '47 sloop, dsl, nice w/much recent work. ... Asking 8,500

19' SAM DEVLIN "WINTER WREN". Legendary cruiser/trailer-sailer. Loaded w/top-quality gear including wood stove. Must see! A masterpiece! ... Asking 16,500

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70' EUROPA TYPE TRAWLER, Con. built, loaded & in excellent condition. Economical Cummins V-12 power. An outstanding vessel Asking 199,000

61' STEEL TUG, recent refit, 600+hp Cat dsl, good condition Try 45,000

50' STEPHENS AFT CABIN, flush deck motor yacht, '65, F/B, PH, twin 671 diesels, 12K genset Asking 98,500

44' MARINE TRADER TRAWLER, tri-cabin, dsl, radar, plotter, 2 helms, much more! Very desirable boat ... Asking 82,000

42' OLYMPIC 1929 CLASSIC. Twin diesels, tri-cabin Asking 65,000

42' SUNNFIORO FB, aft stateroom, sedan cruiser, diesel, loaded, very high quality, genset, 2 heads ++ 142,000

38' TOLLYCRAFT sedan trawler w/twin turbo diesels, FB, quality 59,500

36' BREUIL sport fish, F/G, twins. F/B, genset, lots of potential Try 9,700

35' CHRIS CRAFT Exp., twins, dsl. 15,200

34' CHRIS CRAFT Commander, '63, twin gas, great boat 26,500

33' CHRIS CRAFT sdn, '48, shorpl. B,500

31' PACEMAKER SPORTFISH, beautiful condition, near new twins Ask 32,000

29' TOLLYCRAFT EXPRESS cruiser, twins, just hauled, runs well, BARGAIN! ... B,500

28' BAYLINER Sunbridge, '80, VB, Oelto canvas Try 15,000

28' CARVER, nice/roomy, O/B ... 12,950

28' CLASSIC DEWEY EWEERS sedan cruiser, V-8, show winner 75,000

28' CHRIS CRAFT Cavalier, nice ... 12,000

26' BAYLINER 2352 TROPHY, '00, trlr, o/d, only 10 hrs on clock! 38,500

25' BAYLINER CIERRA, '88, very nice. Full Oelto canvas Asking 39,500

25' HERRESHOFF-STYLE TUG, dsl, very nice, lots of character 8,000

23' FORMULA THUNDERBIRD w/trlr, VB, GPS, VHF, depth, downriggers, chart plotter & more Asking 12,000

20' SEA SWIRL, '96, trlr, 22Shp .. 23,000

18' SEARAY, trlr 15,500



40' Wm. GARDEN KETCH by Hardin. Seawall 40, glass, diesel, lead ballast, wheel steering, shower, teak trim, canister life raft & more! Low hours & beautiful...MOTIVATED SELLER! Asking \$74,500.



43' STEPHENS SEDAN CRUISER. Launched 1955. FLEETWOOD is in EXTRA-EXTRA fine condition. Twins, looks better than new inside and out. Must be seen! Asking \$115,000.



46' GAFF TOPS'L SCHOONER designed & built by legendary Wm. Garden in '42. Escapade is cedar over oak w/1,408 ft² of sail. Valva dsl, only 60 hrs reported. 6'10" headrm, great layout. Very rare offering. Ask \$79,000.



41' COLUMBIA CENTER COCKPIT SLOOP. Full dodger, wheel steering, diesel, heater, radar, AP, furling, king of stateroom, LOADED, ready to cruise/live aboard. Asking \$69,500.

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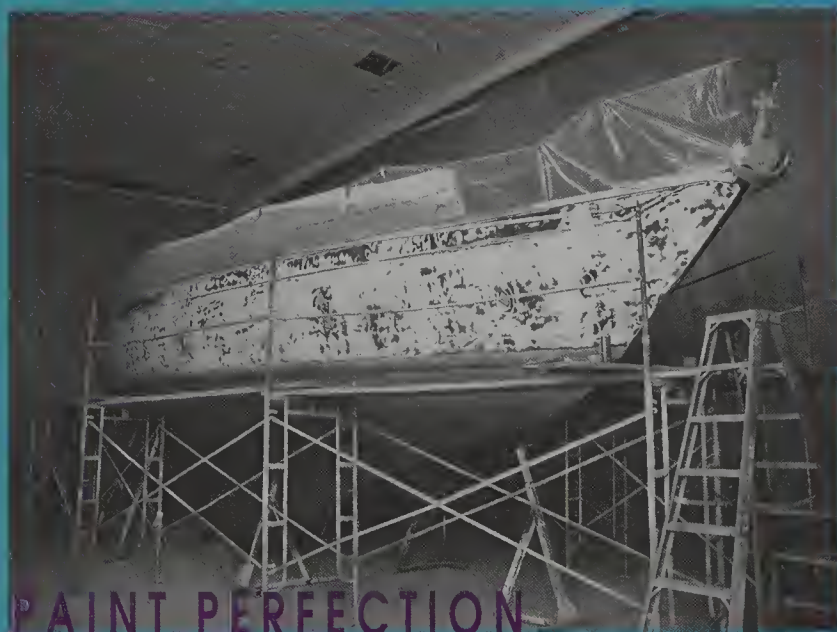
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